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Nº 4, GREAT BRITAIN : 75 P. - CANADA : $ CAN. 2.95.

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WIND OF CHANGE?

Andretti, Lauda, Hunt, Fittipaldi, Scheckter, Reutemann: highly regarded drivers with great reputations, drivers who have been idolised, indeed crowned. But Formula One is changing, have a look at it now. The pedestals are crumbling, the champions are having their toes trodden on. Jacques Laffite and Gilles Villeneuve, considered last year more as make-weights in the field than real forces to be reckoned with, are now the front-runners. Formula One has some new heroes. Success and glory have changed camps, leaving those already crowned for the pretenders to the throne. Villeneuve has just won his second Grand Prix of the season, just as Jacques Laffite dominated the two South American Grands Prix.

One can draw two conclusions from this. Either Formula One isn't currently selective enough for the drivers, leaving the cars themselves to determine the hierarchy, or Laffite and Villeneuve, and maybe some others, have become as proficient as the old school. Both theories are close to the truth, which is really a combination of the two. We regret the former, for it basically undermines the idea of sport. But we welcome the latter. The success of Jacques and Gilles are certainly a breath of fresh air to the Grand Prix scene.

GRAND PRIX INTERNATIONAL IS DISTRIBUTED BY SEYMOUR PRESS LTD. 334 Brixton Road-London SW9-7AG. Telex 8812945 Seypress London. CHIEF EDITOR: Eric Bhat. COLLABORATOR: Lionel Froissart. ASSISTANT EDITORS: Bob Constanduros. CONTRIBUTOR: Maurice Hamilton. ARTISTIC DIRECTOR: Marc Tournaire. Editorial Secretary: Martine Freour. ILLUSTRATIONS: Nicolas Geron. PHOTOGRAPHERS: A+P, Bernard Asset, Harald Strebelle, Laurent Legrand. Camera CANON. GRAND PRIX INTERNATIONAL is published by S.N.E.P. PUBLISHING DIRECTOR: Michel Hommell. ASSISTANT DIRECTOR: Gerard Lips. EDITORIAL ADMINISTRATION: 7, rue de Lille, 75007 Paris. Tel.: 260.34.65. ADVERTISING: Profil 18/30, 7, rue de Lille, 75007 Paris. Tel.: 260.34.65. COMMERCIAL DIRECTOR: Philippe Mechin. PHOTO SETTING: Typo-Elysees, Compotronic. PHOTOGRAVURE: RPM. DISTRIBUTED IN ITALY by: ME PE, via Carcano 32 20141 Milano. Tel.: 02/8438141. DISTRIBUTED IN GERMANY by: W.E. Saarbach GmbH 5000 Koln 1. Postfach 10 1610 Follerstrasse 2. Tel.: 0221/244631. Telex: 8881067. DISTRIBUTED in France by : NMPP. Didstributed in Belgium by : A.M.P. 103, rue de la Petite-Ile, Brussels. DISTRIBUTED in Argentina, Brazil, South Africa, Canada, U.S.A., Holland, Spain, Switzerland, Sweden by: G.I.H. PRINTED IN FRANCE by: Didier Lizy-sur-Ourcq, Montlouis Clermont-Ferrand. C.P.P.A.P. : in waiting.

The paddock in Long Beach

LOTUS 80: DEBUT DEFERRED

Colin Chapman had expected to run the new Lotus 80 at Long Beach if the first tests been trouble-free. After Goodyear testing at Jarama, Mario Andretti did some more testing at Donington the weekend before the Long Beach Grand Prix. **"The tests were very encouraging"** Nigel Bennett told us **("but we've decided to wait until the Race of Champions the week after Long Beach before we race the 80 for the first time. The problem of the skirts not working at Jarama has been solved, but we need to improve them".** The problem is that the curved sides of the Lotus 80 mean that the skirts have to be flexible, and it's not easy to get those working properly.

According to Bennett, the front skirts under the nose have been taken off, and also the little spoiler on the nose which can't work without the skirts. But to obtain the same downforce at the front, front fins are to be fitted, and the car was due appear in this form at Brands Hatch.

THE NEW WILLIAMS: IT WAS AT LONG BEACH

The long-awaited Williams FW07 for Alan Jones and Clay Regazzoni was at Long Beach, but it didn't race or practice. It was unveiled for the first time in the pit lane on Sunday morning to be shown to the press and public. It wasn't completely finished when it arrived from Europe on the Saturday preceeding the Grand Prix, but Jones was to start testing it at the Ontario circuit from the Monday to the Wednesday the week after the Long Beach Grand Prix. **"Our mechanics are over here, and there's always good weather in California"**, explained Frank Williams. **"We're going to take advantage of those two facts to get down to some work".** The very smooth looping new car reminded one strongly of the Lotus 79, for it retains most of that car's aerodynamic principles. Its superb finish inspires confidence. But we'll find out Jarama, or possibly before.

MERZARIO: FINALLY A WING CAR

Brave little Arturo Merzario ran his new 03 at Long Beach for the first time. It is a ground effect car, but while the monocoque isn't the narrowest, it has large side pods. Its main disadvantage would appear to be its weight: 625 kilos against the 595 of the old 02. **"I've built it completely of steel and aluminium"**, explained Arturo, **"because titanium and magnesium are so expensive. I wanted to make sure I hadn't made any mistakes in the design, before using the more expensive materials on the second car".** Merzario's budget is in the region of £250,000. Consequently he has to be careful with his expenses.

JARAMA: LIGIER CONTENT

Patrick Depailler and Jacques Laffite were consistently under the lap record at Jarama during Goodyear tyre testing at the end of March. Depailler and Laffite took turns driving the one JS11 present, the former setting a time of 1'15"7 and the latter doing 1'14"9 but on different tyres. These times were better than those set with harder tyres. Reutemann, driving a Lotus 79, lapped in 1'16"8, while Lauda was just two tenths of a second quicker. As for the Lotus 80, they encountered problems with those contentious skirts. In any case, these tests certainly left the teams with the impression that Goodyear have made some good progress.

SIX WHEELS FOR JABOUILLE

After the Tyrrell and the March comes a six wheeled Renault. A Parisian engineer Christian de Leotard, an enthusiast of the original Renault 5, has elongated a little R 5, and added two more wheels.

"More than anything, it is a safe car. In my opinion", the car's builder told us **"it has better handling, its braking distance is reduced by 33 per cent, and its load can be increased to 750 kilos. Furthermore, I can assure you that the car is much admired, and assures its driver considerable success with the ladies..."**

The Renault factory are borrowing the car in order to conduct some marketing tests. At the moment, there is only one car available and at the moment, this may be considered more a gadget, a well thought out styling exercise, and a useful vehicle.

Jean-Pierre Jabouille, who is interested in technical developments, borrowed the car for a little test drive around Paris. **"It's an unfinished prototype whose function is not very clear, but the car looks nice from a distance..."** No comment.

HILL AND GURNEY BACK IN THE HARNESS

At each of the Long Beach Grands Prix, Phil Hill and Dan Gurney work as race co-directors. Their role is liaison between the organisers and competitors (whether drivers or constructors) in order to ensure that everything runs smoothly at the circuit. It's much more than just an honorary position; both Dan and Phil admitted that they found it really interesting. They were given the job because of their past experience in Formula One and they were glad to do it. Hill's really in favour of the circuit in the suburbs of Los Angeles. **"During my childhood"** he told us, **"I heard a similar track in Santa Monica. Unfortunately they were no longer using it when I was born, but I was struck by the fact that it was mourned. So I was really glad when the idea of the Grand Prix in the streets of Long Beach came along."** As for Gurney, he's still very keen on Formula One. **"I'd love to run a car in Formula One again, it's just a question of money. Nothing's really possible without it."**

ICKX-PIRONI AT LE MANS?

The Lotus team's new sponsor, Essex, announced at Long Beach that they had reached agreement with Porsche to run at Le Mans. Two 936s will carry the petrol firm's colours. Among the drivers should be the four times winner of Le Mans, Jacky Ickx, and last year's co-winner Didier Pironi.

THE NEW RS 10 : NEXT TIME

old car which I tried last year. But I was agreeably surprised with the increased downforce which obviously made the car faster in corners."

They lost twelve hours on the new ground effect Renault. They had problems fitting the clutch and accelerator pedals which delayed the programme of the team from Viry-Châtillon in France. They expected the RS 10 at Clermont-Ferrand, at Dijon, and at Folembray (a little circuit in the north of France). Then finally it was meant to appear for the first time at Montlhery, a few miles from the workshop where it was conceived. But finally, no Renault. Jabouille and Arnoux had to use the old cars at the Grand Prix in Long Beach... at least during practice.

Gerard Larrousse, while he was in California, kept in close touch with what was going on in France. In fact the news was good. The RS 10 ran for the first time on Michelin's private test track at Clermont-Ferrand, but one week late and with Jean-Pierre Jaussaud driving. The loyal, available and much respected winner of the last Le Mans 24 Hours did the first shake-down tests.

The RS 10, as expected, has all the characteristics of a wing car. Of all the current cars, it most resembles the Brabham-Alfa BT 48. The monocoque is narrow, bordered by large side pods containing reversed wings and also the radiators. The fuel tanks are mounted behind the driver. The rear wing and the front fins are exactly the same as on the previous car. After the shake-down tests at Clermont-Ferrand, the new RS 10 was taken to Circuit Paul Ricard where Jean-Pierre Jaussaud did the initial testing before Jabouille took over on his return from California. **"It's a well-thought out car"** Jaussaud admitted to us with a touch of sadness (he'd very much like to race it himself) **"Both rain and snow have delayed our tests, and it's difficult for me to make comparisons with the**

They're working flat-out at Renault, because as well sorting out the new RS 10, they're working on a twin turbo engine. **"We've already tried it out on the new circuit Dijon"** François Castaing, Renault's chief engineer told us. **"The results were quite good. The advantage isn't very great in the dry, but it will be much better in the wet, because the turbo response is better. But having said that, I don't know when we will use the engine to race with for the first time. Perhaps at Monaco..."**

So we have three things to look forward to from Renault: the new RS 10 at Jarama, the double turbo at Monaco... and why not the Swedish Grand Prix for the eventual success of the two together.

DE ANGELIS: TWO YEARS WITH SHADOW

The first few Formula One races that Elio de Angelis, the tempestuous but talented 21-year-old Italian, in the shadow team have so impressed Don Nichols that he has signed the young driver for two years. So it looks as though Danny Ongais, the Hawaiian, won't be driving in the team at all. He was tentatively down to do eight races. **"I would have signed for ten years"** said Elio **"It's my only chance of doing a complete season, and I have to gain experience this year."**

PRACTICE: TIMETABLE CHANGES

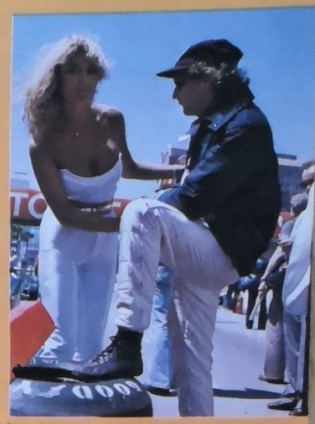
The Formula One practice timetables were changed following discussion at a FOCA meeting at Kyalami. As at Long Beach there will only be two timed sessions, each an hour and a half long, on the Friday and Saturday afternoons. So that's a total of three hours for qualifying, instead of three and a half hours previously. The morning practice sessions, each an hour long, will not be officially timed. This decision was taken in order to limit, as much as possible, the use of qualifying tyres which are so expensive.

CELEBRITIES

Personalities from the racing world and from show-business were in Long Beach for the Grand Prix, either for the race itself or for practice. On the racing side, Jack Brabham was most in evidence, not only taking an interest in the team that he founded and which still carries his name, despite a change of ownership, but also in the Formula Atlantic supporting race in which his son Geoff was racing: the younger Brabham finished sixth. Mike Hailwood, former motorcycle World Champion, European Formula Two champion and ex Grand Prix driver was also in Long Beach to renew old friendships. Works Yamaha rider and current 500cc World Champion Kenny Roberts met some of his four-wheeled colleagues, in particular fellow American Mario Andretti.

On the show-business side, George Harrison was easily recognised. His enthusiasm for Formula One is well-known. On the other hand, few people recognised Sylvie Vartan, the most American of French singers who now lives in Beverly Hills. Jean-Pierre Jabouille and Jacques Laffite accepted an invitation to lunch with her.

LAUDA PLAYBOY



Niki Lauda spent a few days with one of Playboy's centre gatefold girls in America. Because he is doing an interview with the magazine bit by bit.

It wasn't long ago that Jackie Stewart won those two World Championship titles driving a Tyrrell. A specialist motor racing journalist screwed up his face at Kyalami and said: *"From now on, it's all over for Tyrrell"*. The phrase fell like the blade of a guillotine. It was cold, dry and hard. But it's true that this year Tyrrell is running without any sponsorship. So what is he up to? What are the prospects for the team? We asked his team drivers the questions. And as far as they're concerned Tyrrell still has a future.

by Eric Bhat.

Tyrrell (here with Ecclestone), Philippe, Jarier, Pironi: mutual confidence.
Jean-Pierre Jarier is happy to be driving again. At this time, he's lying in second place at Long Beach. His slide will possibly allow Scheckter to catch him up a little. Jody damaged his front fin when he hit Villeneuve.

TYRRELL: THE PAST OR THE FUTURE?

When Elf and First National City Bank lodged their support with Tyrrell at the same time, there was little reason to worry about the former wood merchant. He had a fine reputation behind him, and some worthy titles. And one of his most ardent supporters was of course Jackie Stewart, well versed in business life.

So let's look at the beginning of the season in Argentina. The new Tyrrell 009s to be driven by Jean-Pierre Jarier and Didier Pironi were painted blue, and carrying no other lettering on them but Goodyear and... Tyrrell. Surprised at first, Jarier and Pironi rapidly forgot their worries. **"Basically, Tyrrell hasn't got a sponsor"**, Jean-Pierre admitted. **"But it's not a problem he involves us with. And I can't say that we are affected by the fact that there's no money coming in. I'm not involved in money problems, and quite honestly, I'm perfectly happy with the way things are going."**

"I haven't spoken to Tyrrell at all about his lack of sponsor", added Pironi. **"It's his problem. He spoke to me about it once, but the subject hasn't arisen again. But I'm confident. I know that Ken has turned down a few interesting offers. That signifies that he doesn't need money right away. I'm not worried this season."**

Ken, if you believe certain rumours, actually turned down a contract for around £500,000 for the European season alone. It seems that it wasn't enough to cover half his costs.

Certainly it's important to understand whatever it is he has to do. Eleven extra people have been taken on recently to work on development. Far from reducing his Formula 1 chances, he's boosting them. That's certainly given his driver confidence. You don't do things like that if you're in financial straights.

Equally, Tyrrell said at the beginning of the season that he has sufficient reserves to last two years. **"The situation could get a little worrying next year, especially if we have to design and build a new car"**, observed Didier Pironi, **"but the situation will no doubt sort itself out"**. But if Tyrrell doesn't find the solution to his problem, it could be very serious for his team, but equally for Formula 1: how long can it continue to live beyond its means? And what will become of Grands Prix if a lot of sponsors pull out?

The 009: WHAT POTENTIAL?

For the first time the season, sponsorship stickers (Tamiya) admittedly not very large, appeared on the Tyrrells at a Long Beach. But Ken would have found it a lot easier to pick up sponsorship for his team if he'd had success at the start of the season. The best result gained by the two Tyrrells, so far, is Jarier's third place in the South African Grand Prix. The Tyrrells, so far, have shown a great deal of potential and it's ontly bad luck that has stopped them getting better results.

When Jody Scheckter hit his car at the end of the straight during the first practice session at Long Beach, Didier Pironi came back to the pits looking thoroughly disillusioned. **"Can you believe the bad luck I've had so far this season?"** he asked. At Buenos Aires, Didier was

involved in the first lap shunt. In Brasil, he started in a much reinforced car. At Kyalami, he went off the road in a big way due to a loose wheel. And his luck was continuing at Long Beach. The rear end of his car was damaged, and although it was repaired, it was never quite the same again.

Jean-Pierre Jarier, on the other hand, was very competitive in the United States as he had been in the preceeding races. He was in second place for nearly a quarter of the race, before having to fall back due to car vibration. **"Without that"**, he declared after the race, **"I would have been able to keep up with the Ferraris..."** But it's enough to say that he was in front of the Lotus 79s (or at least, the one still in the race) for the 009s are supposedly direct copies of the Lotus.

"Maurice Philippe perhaps copied the Lotus, but he also designed a superb car", confirmed Pironi. **"I reckon that the 009s could be better than the Lotus 79s. I'm basing this opinion on our performances so far this season."** During the practice session at Long Beach, Reutemann's 79 was better than the 009s however. **"But that's because Long Beach asks a great deal of the mechanical qualities of a car"** explained Pironi. **"The Lotus 79 is a year old. It's now mechanically perfected We've got to work hard to achieve the same mechanical perfection, most of all on the suspension. It's a question of testing, and constant suspension adjustements. But we haven't had the time to do enough testing with the 009. After the problems we've had, the mechanics have had to build two new cars in a month. They've been working like madmen."**

"I think the 009 is capable of winning Grands Prix", said Jarier. **"The best current cars are the Ferraris, the Ligiers, the Lotuses and then ours. The potential of the 009 is very great."**

Unhappy years.

Perhaps Tyrrell's reputation isn't what it used to be following the lack of success during the last two seasons, or at least the fact that Tyrrell, since the retirement of Jackie Stewart at the end of '73 hasn't been too competitive. **"It's not a question of circumstances"** says Pironi, **"but more that Tyrrell had problems with the six-wheeler and then the 008 which wasn't good from the start. This year, the 009 is just right, but you'll have to wait until the end of the season before you see the team's full capabilities and performances as a whole. And the results will show that it isn't all over Tyrrell."**

Tyrrell's cars may have come in for some criticism over the past couple of years because of their design, but the team itself has never been in doubt, As well as Jarier and Pironi, a further strong point is the team around the drivers. **"We have a very professional team"** said Jean-Pierre. **"I rate them very highly. You can't help but like a team that works so hard. They have a deep sense of motivation."** Pironi goes further in his

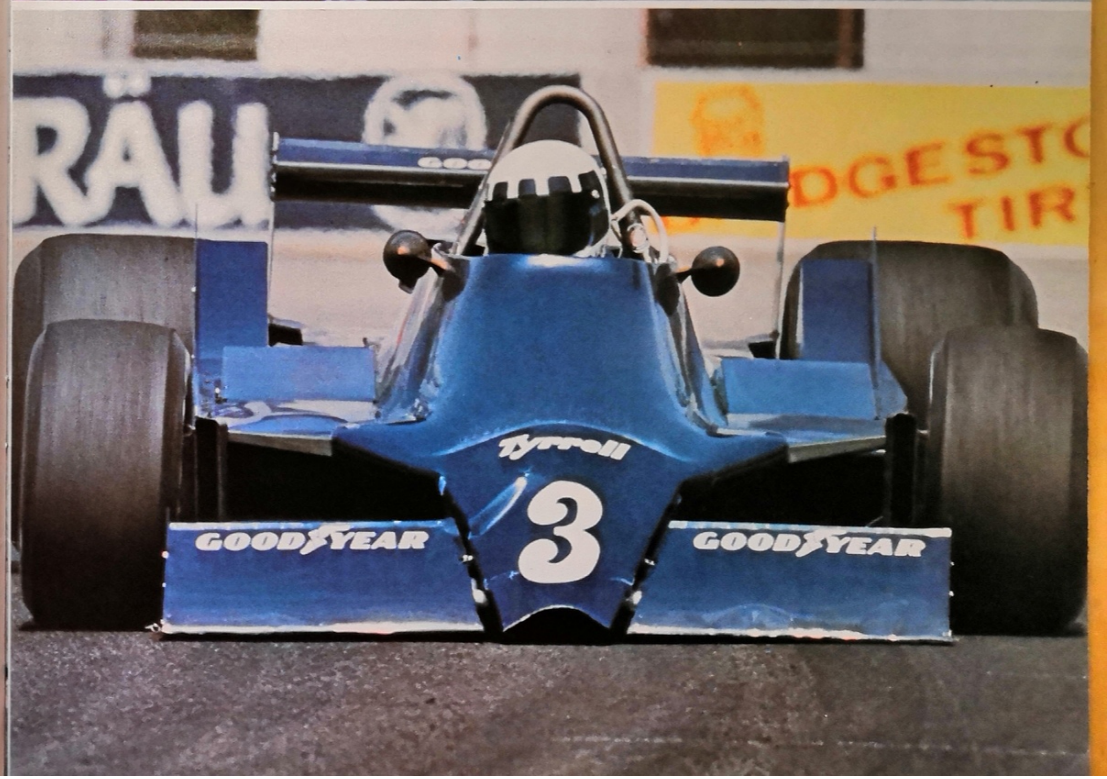
analysis, no doubt because he's already been with the team for a year. **"The main attribute of the team is that Ken has so much experience in Grand Prix racing. The car preparation problems as other teams. That is because we know about these things beforehand thanks to experience. The Tyrrell team has as much experience as anyone."**

The two French drivers certainly have confidence in their team. They express it in different ways, certainly, Jarier with enthusiasm, Pironi with analysis. **"I feel good in this team"** said the former. **"You can't help but feel good when you're driving a car that's capable of winning races. I feel that the team are doing the maximum to help me. The more time I spend together, the better we understand one another. I've even gone over to see them in England just because I wanted to..."**

"This year, in particular, the team is confident because the car is good", confirms his teammate. **"They're more hopeful than last year because the car is better and because this absence of sponsor gives them an extra reason. It's amazing watching them work at speed, the quantity, as well as the quality that they can turn out. How can one but have confidence in them?"**

A PROMISING FUTURE?

Jean-Pierre and Didier certainly don't think that the greatest thing about Tyrrell is his past. Both of them are looking forward to and important mechanical development... about which they remain perfectly silent. **"It's true that I've already tried out this tweek on an old Tyrrell 008"** Didier admitted. **"The results were sufficiently good to give me great hopes for the end of the season."** He didn't disguise his smile very well, it was because he knew he was arousing curiosity, but also that he had lots of confidence in the new whatever it was. You could sense that. In fact it seems that the team have suspensions fitted with electromagnets which is designed to keep the tyres, and the greater area of them, in contact with the road all the time in all conditions. That would give them a significant increase in adhesion. So it wasn't by chance that Didier reckoned **"that I'm going to win my first Grand Prix this year".** And never wastes words. □



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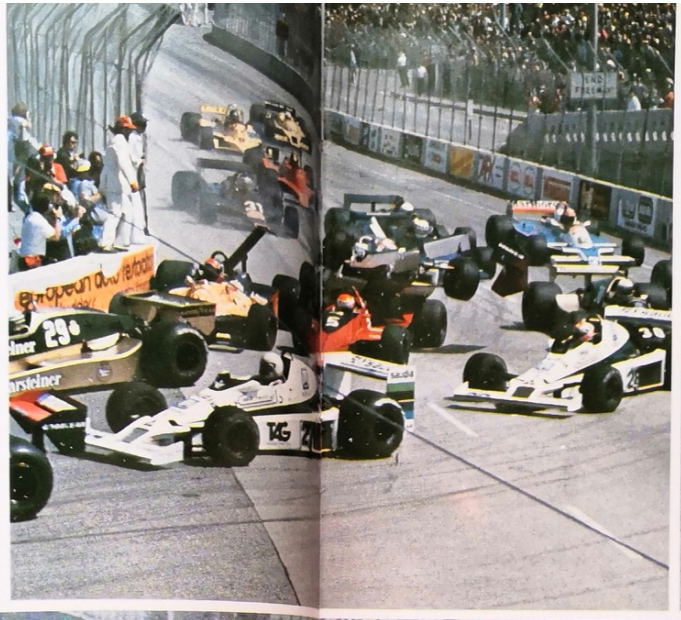
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TENSION NERVOUS

The cool blue stare of Carlos Reutemann, unruffled, dignified. Gilles Villeneuve, worried but determined. Jacques Laffite, glancing around him. shouts and arguments. Everyone impatient, eager to get on with it, the drivers as much as the rest. The action started even before the start of the race, accentuating the nervous tension felt at the start of Grands Prix.

They're all ready. The chatter of pneumatic starters, then the howl of a V12 Alfa, then a Flat 12 Ferrari, followed by one, two, ten Cosworths. Then they were off on their warming up lap before coming back to a dummy grid in front of the pits.

But there was a particular bustle in the Lotus pit, around Reutemann's silent car. The Argentine was meant to start on the front row of the grid, but his engine isn't running right, it sounds sick. Ignition trouble. Nigel Bennett, the technician attached to Reutemann's car, barks the orders hurriedly. Carlos sits quitely, still, his arms folded, unaffected by the action around him which seems to be increasing by the second. Carlos seems to be elsewhere. What can he be thinking of? Perhaps he's trying to cut himself off from his problem and the panic. After all, it could be that he's going to lose the advantage of starting on the front row of the grid, and that could mean that he's losing all advantages for victory. If he does get onto the grid, he'll have to start behind the others. He won't be able to claim his front row position. and if they can't sort out the ignition, he's going to have to use the spare car, which is set up for Mario Andretti. Big Carlos might not even be able to get in it. The main part of the bodywork is removed. chapman leaves Andretti on the grid to see what's going on. A mechanic, sitting astride the front of the monocoque, leads into the cockpit, checking the electrical wires leading to the dashboard. There's a bustle around the Lotus for several minutes. They seem to have found the problem: starter button. Carlos sticks his thumb in the air for confirmation that everything's O.K. He's already decided what the answer will be. They say that he's intelligent, but moody. He hasn't even frowned yet.

The engine splutters, coughs and bursts into life. Carlos starts his warming-up lap.

LAFFITE: TWO GEARBOXES ALREADY

The cars have been stationary on the grid for several minutes when a breakdown truck carrying Laffite's car pulls into the pit lane, and stops opposite the Ligier pit. Jacques has already walked back. His gearbox is

CAPTIONS FOR THE PRECEDING PAGES

1 – Jarier: "at last a car with which to win Grands Prix."

2 – The fins of Pironi's Tyrrell were at an odd angle during the third session.

THE FIRST LAP ACCIDENT

3 – Tambay has just overtaken Pironi. He has braked too late and starts to slide into the right rear wheel of Lauda's Brabham, damaging its rear wing... as well as Lammers'.

4 – The monocoque of the McLaren, having been launched by the Brabham's rear tyres, literraly climbs onto its engine (Lauda can thank God his cockpit is so far forward).

5 – The McLaren has leapfrogged the Brabham.

6 – It's over and happily no one is hurt. The McLaren hasn't rolled. Tambay raises his arms to the heavens, or protects himself?

1		3	4	6
2		5	

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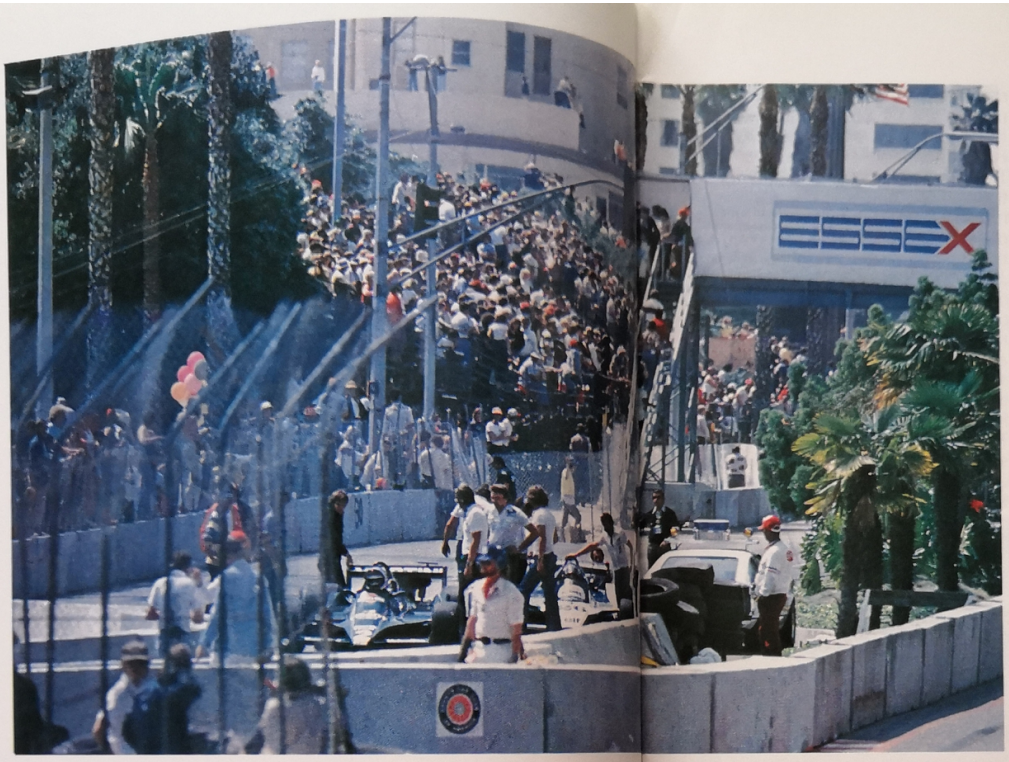
jammed. His mechanics scarcely have time to frown. They've just spent two long hours fitting the gearbox because the previous one had also jammed during the Sunday morning warm-up. The mechanics had set to immediately so that Jacques could use his car for the start.
And they'd worked for nothing.
Jacques looks serious and intense. He wants to get into the spare right away. There's panic for a few seconds in the French team: the third JS11 isn't ready. **"Fit the race tyres on the spare"** orders Ducarouge. Two mechanics seize a jack but they stand by and look on helplessly with the handle in their hands: the JS11 is so parked that they can't get the jack under the car to change the tyres. Ducarouge and Laffite are impatient. The car is quickly moved and the tyres changed. The thirty people standing watching don't make the job any easier for the men in blue and white. Guy Ligier's nose itches more than usual. Is Laffite, his leader of the World Championship already out of luck? Ligier suddenly studies one of the tyres, there's a flat spot on it. Surprised, he looks up and asks Ducarouge about it, even though the team manager seems to be running in all directions at once. **"It's nothing,"** Gerard reassures his team patron, **"it's just a flat spot made at low speed when the gearbox jammed. the tyre hasn't been damaged."**
Laffite is already in the car. Swiftly N° 25 becomes N° 26. Jacques is going to have to start from the back too. All hopes of a win or even a decent placing are swiftly evaporating.
But where is Jacques going to start from? and when? Should he wait for the pack to come round after the start which is at the other end of the circuit, the actual time not being taken from in front of the pits, or should he follow the others when they set off for the actual start?
The Lotus team were asking themselves the same thing because Carlos, at the end of his warming-up lap, first of all made as if to join the grid at the back, but then pulled into the pit lane, drove to the end of it intending to start behind the rest. Nigel Bennet managed to remain calm throughout all this.

FALSE START?

They were all waiting on the grid. But why didn't they start? It wasn't the end of the palaver.



Above, Reutemann and Laffite in the pit lane during the start. Rules are sometimes hard.

Below, at the briefing, the younger drivers listen more attentively.. although some will do a lap too many.

In fact they did start... and then back they came again. It's a rather complicated story which had the effect of heating tempers. The spectators couldn't understand it.
You have to understand that at Long Beach, for safety reasons, the start isn't in front of the pits but at the other end of the circuit on the straight. Leaving the dummy grid opposite the pits, the cars have to cover half a lap at reduced speed before they actually start the race. But when he arrived on the final grid, Gilles Villeneuve, the first to arrive, didn't see anyone telling him to stop. He glanced at Patrick Depailler, and in tacit agreement, they decided to continue. Gilles continued on his way, thinking that this year the start would be given after a lap and a half.
Depailler, Scheckter and Andretti followed him round and covered an extra lap. The others arrived in front of the pits... where they waited for the first four. the confusion was considerable. It was beginning to get stupid, more like a Tom and Gerry cartoon.
When the first four took their places on the grid again, the arguments started. They wanted to gives Gilles a minute penalty for a flying start. then they considered a fine. marco Piccinini saw red. He took his young driver's case to the organisers, faced up to them, to Chapman, Warr and Ducarouge. Each one had his own argument. Gilles sat in his cockpit, sure of his decision, dreading, nervertheless, some sort of penalty. The others waited. Was this Grand Prix never going to start?
Marco Piccinini finally reassured Gilles. **"Nothing to worry about, it's certain to be a fine."**
They started, finally, half an hour late. Gille's fine was 10,000 Swiss francs (about £3,300). The Canadian won in the race about the same amount as he had to pay, if he really should have paid it in the first place.

ANGRY SCHECKTER?

Jody Scheckter's role hasn't been an easy one since he joined the Scuderia. Whereas he thought he was going to be number one driver with Ferrari, his young teammate Gilles Villeneuve has certainly been making life difficult for him to such a point that he was almost robbed his home Grand Prix in South Africa.
The two drivers get on very well together as people, but Jody is still conscious of the reality of their racing. He's intelligent and knows that he must redress the balance before mid-season. He risks losing his reputation within the Scuderia as well as in motor racing in general... and certainly in Italy where public opinion is so strong.
After being beaten in South Africa, Jody came to Long Beach particularly determined. This was going to be his race. Right from the start of practice, he had the bit between his teeth... but Gilles was equally spectacular thereafter. the Scuderia certainly have a couple of attacking drivers.
Jody managed to break away during the final qualifying sesion on Saturday afternoon. For a long time he had a better time than Gille's, but the latter returned the compliment by pinching pole position from the South African in the final minutes.
It was a very angry Jody who got out of his car: **"Why didn't you let me try the rear wing that Gilles has been using this afternoon?"** he asked his team. Dupasquier of Michelin came in for some questioning too: **"Why couldn't I have used the 106 tyres instead of the 143s?"**
"There's really very little difference between the two tyres", the French technician commented later.
An hour later, Jody had calmed down a little when we met him: **"I wasn't really angry"**, he said. **"I was just very disappointed that I had been beaten by Gilles. I tried hard to beat him throughout practice, and the opposite has happened. these qualifying sessions of an hour and a half are too long. You have to make a mental and physical effort for too long. I know my reaction wasn't, very polite, but I was disappointed..."**
Impulsive as well as honest, Jody already regretted his outburst.□

IMPROVED WOLF IN CALIFORNIA

by Maurice Hamilton

The "Mardi Gras" cocktail lounge is not the sort of place you would go out of your way to visit. Downtown Long Beach boasts other more salubrious drinking establishments which blend in with the Grand Prix jet set image and, indeed, the patrons of the "Mardi Gras" see the race as an interuption to their way of life—but not, it would seem to their drinking.

A beer stained senior citizen folds himself over the bar and shouts abuse at a motley group gathered round a dusty pool table. Their game is unorthodox to say the least due in part to their advanced state of inebriation. One player, and I use the word "player" advisedly, attempts to pocket a ball, misses comfortably, staggers back and inadvertantly strikes another ball with his cue. The ball rolls neatly into the end pocket. No one notices —least of all the "player".

Overhead, the television is blaring out a recorded transmission of the day's Grand Prix but the denizens are too engrossed in the game of pool. Suddenly the barman shouts **"Hey you guys, it's Jimmy Hunt"** as he jabs a finger at the television screen. Hunt is a character they associate with the Grand Prix and this week-end he is back at the sharp end of the grid after three races struggling with the ground effect Wolf. James is being interviewed following an early retirement and he gabbles at high speed, obviously still wound up with the tension and chaos at the start of the race. Hunt and the Wolf had been poised on the fourth row of the grid to score championship points but the effort of the entire team disappeared with a broken C/V joint on the first lap.

The team had completed the second 1979 chassis, WR8, the week before shipment to Long Beach and Derek Bell had run the new car at Donington while James tested WR7 at Jarama. It was the first serious test session the Wolf teamhad been able to carry out since WR7 had been completed just before shipment to Argentina. Hunt put in over 400 miles on the Spanish circuit and he had set off for Long Beach in the hope of Improving upon his poor finishing record on the Californian street circuit—2.02 miles of twisting, plunging track that presented special problems.

The team were concerned about the

heat, and sleeves were added to aid extraction from the side radiators. **"That was not simple as it may sound"**, commented Team manager Peter Warr. **"The problem with using honecomb construction is that it can't be drilled which means we have to glue the sleeves in place and wait for the adhesive to dry"**. It had been hoped to hold a test session at the Riverside circuit and Warr had brought two additional mechanics plus an extra 500 kilos of spares for the occasion. Unfortunately, long periods of heavy rain coupled with a particularly punishing endurance test completely destroyed the track surface. With Willow Springs busy with Formula Atlantic men preparing for the Long Beach support race, Wolf had to abandon test plans, write off £5,000 and wait for the opening of official practice on Friday morning.

The combination of temperatures in the 70S andthe comparatively hassle—free Californian way of life put the pit lane in good humour as the teams prepared for practice. James donned his new Simpson custom helmet, a futuristic looking piece of head gear with a raised nose protection piece above a vented box-like profile which resembled a muzzle and caused one journalist to ask James if he was suffering from rabies.

The joking stopped when the serious business of practice got under way and it immediately became apparent that the Wolf team's test session had been to good effect. Long Beach has the distinction of presenting the greatest differential between the fastest and slowest points of any Grand Prix circuit. In other words, speeds vary from 180mph on the curving back straight to 30mph at the two hairpins. The remainder of the circuit is mainly second gear corners but the long straight dictates that straight line speed is important. Hunt's Wolf was fitted with the same top gear that the team use at Anderstorp and Brands Hatch and James finished the first day's practice seventh fastest, despite troublesome understeer.

The exhibition area of the Long Beach Convention Centre forms an ideal covered paddock that buzzes with activity. James soon changed into his familiar tee shirt and jeans and sat on a packing crate to give an interview with Anthony Marsh. Peter Warr fielded questions from journalists before returning to the Hilton Hotel with designer Harvey Postlewaite for a "think" session about the car.

The revised practice arrangements brought into force at Long Beach meant that the Saturday morning hour long session was untimed and the afternoon 90 minutes were the final opportunity to improve. The morning hour was spent with full tank and tyres tests but proceedings were interrupted when WR8 rolled to a halt at Turn 11 with a dead engine. The master switch had vibrated apart and cut the electrics.

James ran up the Pine Avenue hill and met the mechanics running along the pit road. Amid hysterical whistle blowing by marshals clad in red slacks and white shirts (one wonders how they would cope with a fire) the mechanics helped Hunt to push the car up the steep hill and into the pit lane.

Conditions in the afternoon were cooler than the previous day's timed session and the 26 drivers attacked the circuit with a vengeance once the track was reopened.

The ten storey Ocean Centre building looms over Pine Avenue and amplifies the rising revs as drivers squirt their cars up the hill to the second gear right onto the pit straight. James continued to show the form he had demonstrated from the moment practice commenced and the Wolf was visibly quick onto the pit straight. Hunt rushed up the hill, hugging the concrete wall on the left hand side, the Wolf's skirt's bouncing over the white lines on the road, hard on the brakes and then James' head rolled to the right as he turned into the corner, feeding the power in urgent jabs, skimming the apex and sliding across towards another unyielding concrete barrier on the exit of the turn.

James had just recorded 1'19"643 on his second lap with his last set of qualifying tyres when he was baulked by Rebaque's Lotus. James was furious as he felt he was about to improve further. There were no qualifiers left: practice for car number 20 was over.

James had other duties to perform and he was involved with the presentation of Olympus OM1 cameras to the stars taking part in the celebrity race. That done, he left the circuit for a spot of relaxation at the knotts Berry Farm funfair. WR8 was rolled back to the garage after two drama-free days of practice.

"We still have an unersteer problem but then so do most of the teams," said Peter Warr. **"We can only hope nothing goes wrong tomorrow. If we can finish we should be comfortably in the points."**

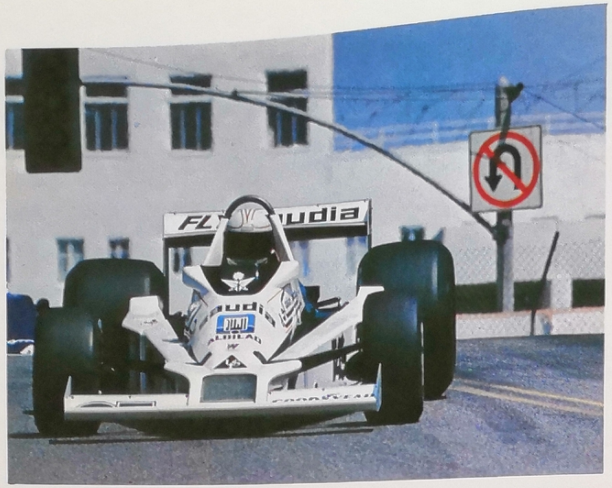
Before the race, however, there was the usual morning warm-up followed by a short photographic session for Texaco. James sat in the car while the mechanics poured in a churn of fuel and photographer David Winter snapped the happy scene as he took the opportunity of catching the team in their crisp, clean race-day uniforms.

The three hour wait for the start of the race disappeared in a jumble of razzamatazz that only the Americans can produce with such brash enthusiasm. **"The tension is building up as all these people are hastily and excitedly getting prepared for the exciting race we are going to have,"** rambles a commentator as he searches desperately for something to say. Hunt sits on a tyre, his race muscles taut as he gives short sharp answers to somes buffoon who can't appreciate the agony of the final half hour wait for the driver.

It's an important race,not only for James but also for the morale of the team as a whole. The cars are released onto the track and they stop opposite the pits and wait for what seems like an age. James wipes his visor while a T.V. commentator stands close by and gives out the news that front row man Reutemann must start from the back of the grid following difficulties on his warm-up lap. That's one less to worry about. The cars disappear for the start on Shoreline Drive, only to reappear again at the pits in a confused state. Engines off, James climbs out of the cockpit: nobody seems to know what's happening. Pole man Villeneuve failed to stop at the appropriate position and further confusion was added when Laffite's Ligier slewed to a halt with seized transmission. That's another one out of the way. Things are looking better for the Wolf team by the minute but their feelings of keen anticipation are cut short on the first lap when a C/V joint gives out just as Hunt has passed Andretti into 4TH place.

"We had fitted new C/V joints and drive shafts last night," commented Peter Warr. **"We couldn't do any better than that —and then this happens..."**

Never one to cry over spilt milk, James watched the race before moving on to a party at Alan Jones' new home along the coast. From there Hunt joined the mechanics at "Bobby Magee's" restaurant where he had what could be described as a less than quiet evening as he turned in a performance that the patrons of the "Mardi Gras" cocktail lounge would have thoroughly approved of ends □



Above, Alan Jones, a good third place while waiting for the new car.

Above and centre, Elio De Angelis shows promise.

Below and left, Mario Andretti didn't altogether disappoint his fans, finishing in the points.

VILLENEUVE RIGHT AT THE END

You had to wait until the last five minutes of the last practice session to find out who was going to be on pole for Long Beach. You could go to the time-keepers to find out the result, but if you saw the excitement in the Ferrari pit, you knew that is was going to be an Italian car. And when you saw Scheckter's face when you got out of his car, you knew that Villeneuve was the quickest.

FRIDAY MORNING: ANDRETTI

The Lotus team were certainly the better prepared, or a least, they got down to the job the quickest, for it was Mario Andretti who was fastest in the first session. Laffite was second fastest having lost part of the session in order to adjust the driving position to his liking (the monocoque had been completely stripped after Kyalami). He was also trying to sort out understeer on his car.

A Lotus fastest, Ligier second, that didn't surprise anyone. On the other hand, the third and fourth quickest were surprises. Jean-Pierre Jabouille, for a long time the fastest, expected worse from his old Renault, and James Hunt, very happy with the handling of his new Wolf, followed the Lotus and the Ligier. The day didn't start well for the Ferraris. Villeneuve damaged the front suspension on his first lap (**"it was too stupid for words"** he said) and Scheckter bent his monocoque when he hit Didier Pironi at the end of the straight. **"I was right behind,"** said the South African, **"and he braked earlier than I thought he would. I couldn't avoid him."**

FRIDAY AFTERNOON: REUTEMANN

It was again a Lotus that captured the best time in this session (the first qualifying session) but this time it was Carlos Reutemann. Eight drivers were within a second of one another which would seem to promise some fantastic battles before the end of the weekend. The order wasn't very surprising: two Lotuses, two Ferraris and two Ligiers in the first six (in the order Reutemann, Villeneuve, Laffite, Scheckter, Andretti and Depailler). Jarier and Hunt, the latter's Wolf still going well, were the other two drivers within the same second, just in front of the two Brabhams and Jabouille's Renault which had lost time with a broken driveshaft.

SATURDAY MORNING: DEPAILLER

Third session, another driver's turn to be ahead: Patrick Depailler. The Ligier driver, in spite of persistent brake trouble since the first session, had sorted out his Ligier to satisfaction. Behind this Goodyear tyred car came the Michelin group in the order Scheckter, Jabouille, Villeneuve. However, the Renault driver had to throw in the towel. Another driveshaft broke in the worst possible place: the slight curve in the middle of the straight. **"I was flat out in sixth"** said Jabouille, giving an idea of the size of the subsequent accident. The concrete protecting walls did their job well, and the monocoque protected the driver. Jean-Pierre got out of the car with an injured wrist, but had to pull out of the event. Jarier set fifth fastest time in front of Lauda, Patrese and Pironi whose front fins moved on their axle during the session. Reutemann had a driveshaft break.

SATURDAY AFTERNOON: VILLENEUVE

The second qualifying session would surely be decisive. All the teams had improved their cars since the previous afternoon. The times had to fall. A little after the start of the session, Jody Scheckter lopped nearly a second off Reutemann's time from the previous afternoon. After half an hour, the Lotus driver replied with a 1'18"63. He seemed to be in favour, for in order to stem the flow of Michelin runners, Colin Chapman decided to give him a set of qualifiers destined for Andretti. Unfortunately for him, Carlos broke a driveshaft for the second time that day.

Reutemann had to wait and see if his time would be beaten, unable to do much about it if it was. Scheckter tried very hard to do so, but the end of the session was drawing near and it seemed as though the Lotus would be on pole. But that was without counting on Villeneuve who beat Reutemann's time with five minutes to go before the end of the session. Gilles was using his wing mounted in the normal position. His pole position was won by just six hundredths of a second. **"I was absolutely on the limit. The lap after I set the time, I just missed the wall,"** he said.

Behind Gilles and Carlos, Scheckter had to be satisfied with a place on the second row. He preceded the two Ligiers, separated by just two hundredths of a second, with Depailler in front. Andretti's Lotus not surprisingly completed the first six. Jarier just failed to do so, and with Hunt and Patrese, made up the nine cars that were covered by a second.

Above and right, Villeneuve, in the last few minutes of practice when he took pole position.

Above, Rebaque, often spectacular, could have taken a point.

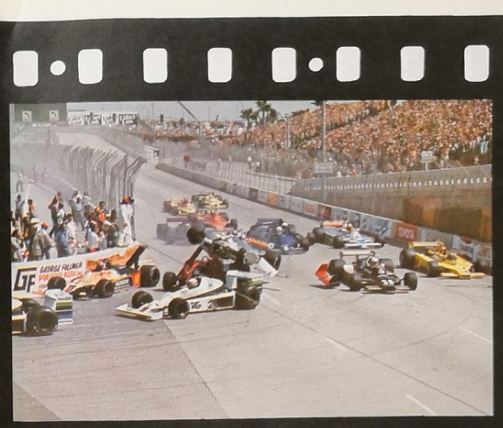
SUNDAY MORNING: VILLENEUVE

The warm-up was to give some indication of the race, at least in that Villeneuve and Scheckter were the fastest. The same applies to Laffite whose gearbox jammed at the end, almost certainly because of oil feed. On the other hand Carlos Reutemann, third quickest and the main Ferrari challenger, has to have no idea he was about to lose all hope of winning before the race had even started. Arnoux broke a driveshaft and Gerard Larousse decided to pull the second Renault out of the race. Without the two French cars, Hector Rebaque and Derek Daly were able to start despite being non-qualifiers the previous evening.

THE FILM OF THE RACE

Gilles Villeneuve didn't trifle with small details. The little Quebec driver led from start to finish for a win as well as the fastest lap. Nothing was able to upset him, neither Ligiers nor Lotuses, nor even his own teammate Jody Scheckter. Far behind Gilles, the race was, for a time, one of the most exciting, Jarier, Scheckter, Depailler, Jones and Andretti circulating in very tight formation. Jarier and Depailler had problems, Scheckter and Jones were the leaders of this fraught bunch.

1 - The flag has just dropped. Villeneuve has the tighter line, Scheckter has half a length lead. Gilles will stick to his line but Scheckter touches the rear end of his car.



2 - The action has started already. Tambay has overtaken Pironi, but slides into the back of Lauda's Brabham while Lammers' rear wing is damaged. Lauda and Tambay retire on the spot.

3 - Villeneuve leads the first lap. He precedes Depailler who slotted himself between the two Ferraris when they touched.

4 - Rebaque has taken advantage of the Lauda-Tambay accident and is in twelfth place on the first lap in front of Lammers who is about to pit.

5 - Sixth lap: De Angelis passes Stuck having followed him from the start of the race.

6 - Tenth lap: Jarier outbrakes Scheckter and begins his attack on Depailler whom he will overtake a lap later.

7 - Alan Jones has been in Riccardo Patrese's slipstream from the start. The Australian will overtake the Italian on the eleventh lap.

Reutemann had ignition problems on the grid, so that there was no one on Villeneuve's left. And he took advantage of the fact to go straight into the lead. Scheckter was so eager to get into his teammate's slipstream that he lightly hit the back of his car at the first corner. At least, that's what Patrick Depailler said after the race. **"Jody touched Gilles, bending one of his front wings. So Jody backed off slightly, and I went for the gap. That's how I split the two Ferraris."** Gilles didn't notice a thing, and was quite surprised when he was told the story. So Depailler was second past the pits on lap one, behind Villeneuve but in front of Scheckter, Andretti, Hunt, Jarier, Patrese, Jones, Piquet and the others. Rebaque, surprisingly enough, was up in twelfth position, the beneficiary of some jostling when Lauda and Tambay hit one another. Tambay tells the story: **"I managed to get past Pironi, but then I found myself off the racing line, on the dirt. I braked a little too late and hit Lauda's rear wheel."** The McLaren and Brabham-Alfa were out of the race, and Lammers had to stop a lap later, his rear wing damaged in the chaos.

After a promising start, Hunt disappeared at the same time with transmission failure.

Behind Villeneuve, who was already pulling away from the others, Depailler and Scheckter were battling over second place. The Ferrari was literally under the rear wing of the Ligier and they were closely followed by Jarier and Andretti. Jarier was in a hurry too, so much so that he passed Scheckter on the eighth lap, and then moved up on Depailler and overtook him a lap later, taking second place, but 5" behind Villeneuve.

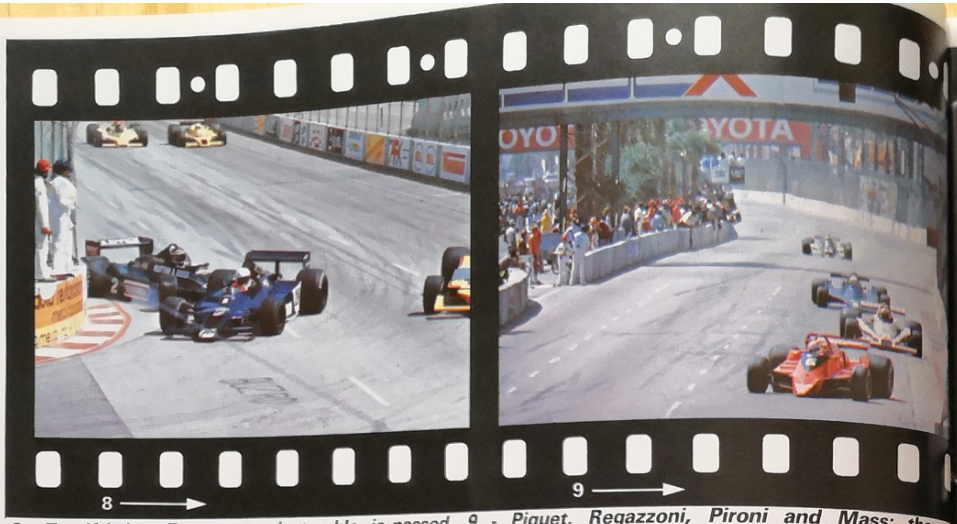
Depailler began to suffer from brake fade, and one lap after Jarier had overtaken Depailler, Scheckter did the same, the latter once more in third place. So there were now two duels, one between Jarier and Scheckter, the other between Depailler and Andretti. And these four cars were covered by a mere 2". A little further back, there was a third duel between Patrese and Jones, the Australian passing the Italian on the tenth lap. Next came a bunch comprising Piquet, Regazzoni, Pironi and Mass. Rebaque followed, surprisingly at ease, followed by Fittipaldi and De Angelis. Stuck, Merzario, Watson and Daly completed the field.

Villeneuve was pulling out nearly a second a lap over Jarier and Scheckter, the latter beginning to harrass the Tyrrell. He felt able to pass, but couldn't quite do so. Jarier was in trouble. He could feel vibrations, had done from the start, and they were getting worse. He'd felt them during the warming-up lap and had asked for a wheel to be changed. Unfortunately, they didn't change the wheel that was causing the trouble...

Scheckter succeeded in passing Jarier on the 28th of the 80 laps, but by then all hope of victory had already gone, unless bad luck struck Villeneuve.

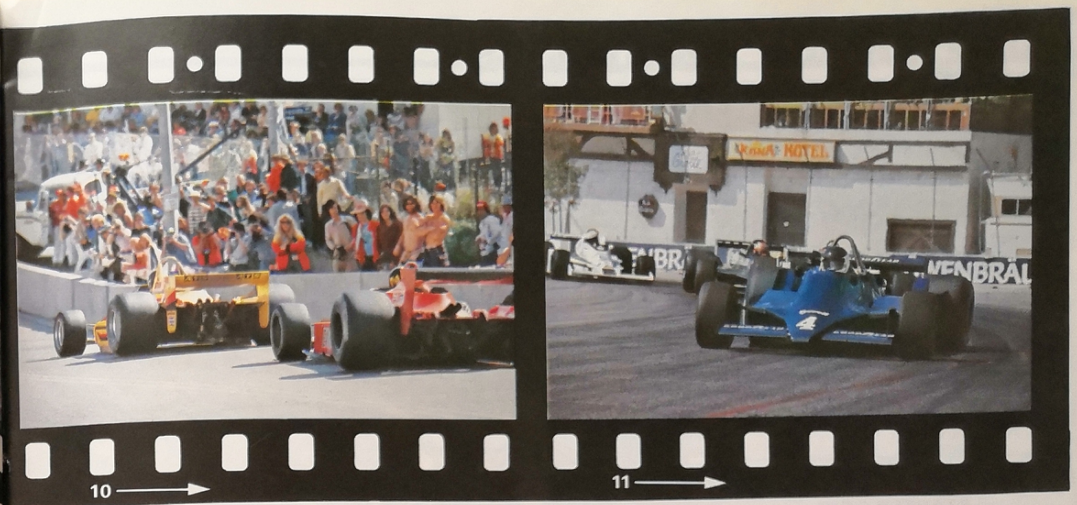
The battle for second place was tremendous: Scheckter, Jarier, Depailler, Andretti were joined by Jones, all in tight formation. The South African, having overtaken Jarier, slowly began to draw away. Depailler would have liked to do the same, but he was stuck behind Jarier, who, despite the vibrations, was driving like a man possessed. Andretti wasn't letting them pull away, and nor was Jones who had been right behind since the 30th lap.

Villeneuve continued to enlarge the



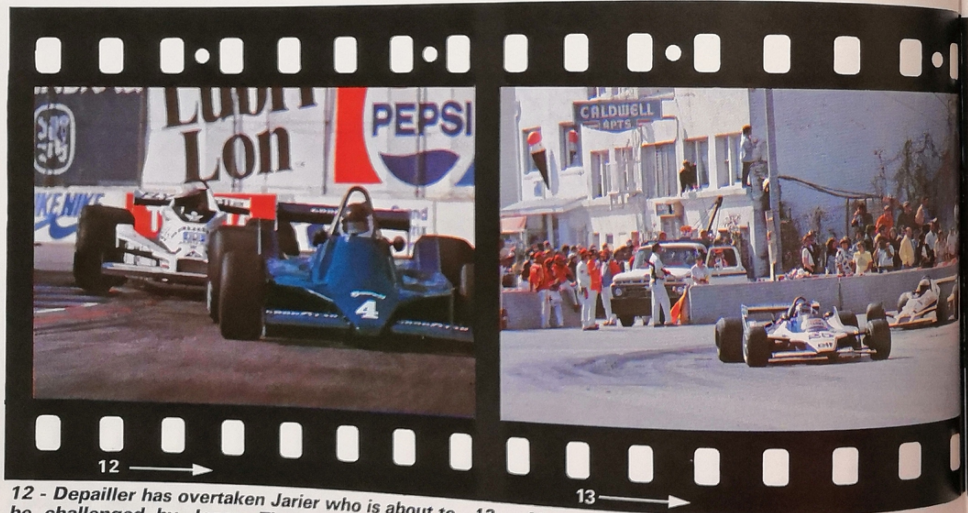
8 - Twelfth lap: Reutemann, in trouble, is passed by De Angelis, and Merzario and Fittipaldi will be the next to overtake him.

9 - Piquet, Regazzoni, Pironi and Mass: they comprise the second bunch. They'll stay in this order until the twentieth lap; then Pironi will pass Regazzoni. Piquet will stop two laps later.



10 - Stuck and Daly are at the back of the field. They lead only Watson and Lammers who have both already stopped once.

11 - Thirty-fifth lap: Now Jarier is followed closely by Depailler, Andretti and Jones, all in a bunch.



12 - Depailler has overtaken Jarier who is about to be challenged by Jones. The latter has already overtaken Andretti on the forty-first lap and will pass the Tyrrell on the forty-seventh lap.

13 - Alan Jones is unstoppable. After Patrese, Andretti and Jarier, he's about to overtake Depailler on the sixty-fourth lap.

14 - No one has even seen Gilles Villeneuve... except when they're being lapped. The Canadian is the victor, and finishes with a thirty second advantage over Scheckter.

15 - Villeneuve-Scheckter: it's the second consecutive victory for the Scuderia. "No one can dispute that victory", says Gilles.

gap to Scheckter who was able to shake off those following thanks to Jarier. The latter was suffering more and more and finally gave in to the pressures of his compatriot on the 45th lap, and to Jones a couple of laps later. The Australian had passed Andretti on the 40th lap, but it was the American's turn to pass Jarier shortly after. From his early second place, Jarier had now dropped to sixth place, and finally he pitted to change all four tyres. When he got back into the race again, the vibrations had disappeared, but he was down in ninth place, behind Villeneuve, Scheckter, Depailler, Jones, Andretti, Rebaque, Pironi and De Angelis. Rebaque was encouraging his supporters in sixth place. He had moved up thanks to brake problems for Patrese, Regazzoni's engine losing power. Mass dropping back, a change of tyres on Piquet's car, and Pironi struggling with handling trouble.

On the 50th lap, Villeneuve's lead over his teammate was up to 22" a margin that was to remain stable for the next 15 laps, before increasing during the closing laps.

The Ferraris were supreme. Scheckter also had a margin of 30 seconds over the next car, which became Jones's Williams from the 63rd lap. He'd overtaken Patrese, Andretti and Jarier, and then came up on Depaillier. The Ligier's brakes were fading more and more, as were Andretti's, but when Depailler lost fourth gear, he had to let Jones past. Andretti was only 4" behind the Ligier which became easy prey for the Lotus and Mario passed Depailler five laps from the finish.

When Jones took third place, he was 55" behind Villeneuve. The Canadian, who had been driving very prudently for 20 laps, put on the pressure again so as to give himself enough leeway in case he had to change tyres. That way he could be certain of a Ferrari victory. But no tyre change was necessary, and Gilles, for the second time running, crossed the finishing line in first place ahead of Jody Scheckter.

His win, and the third of his career, gave him particular pleasure. **"Last year, in Canada, I won because Jarier retired. In South Africa, you could say it was because of the rain. Here though, I won on the road. No one can find any other reason."**

Scheckter made it a double for the Scuderia, even though he was never really in contention for the lead. He led home Jones who was really going well, ahead of Andretti and Depailler. The last point didn't go to Rebaque, who tangled with Daly eight laps from the finish, but to Jarier who came back through the field very well, overtaking Pironi and De Angelis. □

Long Beach statistics

USA GP WEST

Date: April 8, 1979
Distance: 80 laps
Conditions: hot and sunny
Attendance: 65.000 spectators

THE RECORD
(last three races)

1978 : Carlos Reutemann (Ferrari 312 T3)
1977 : Mario Andretti (JPS 78)
1976 : Clay Regazzoni (Ferrari 312 T/76)

STARTED GRID

VILLENEUVE
Ferrari 312 T4
1'18"825

REUTEMANN
Lotus 79
1'18"886

SCHECKTER
Ferrari 312 T4
1'18"811

DEPAILLER
Ligier JS11
1'19"025

LAFFITE
Ligier JS 11
1'19"032

ANDRETTI
Lotus 79
1'19"454

JARIER
Tyrrell 009
1'19"580

HUNT
Wolf WR7
1'19"643

PATRESE
Arrows
1'19"727

JONES
Williams FW06
1'19"910

LAUDA
Brabham Alfa BT 48
1'20"041

PIQUET
Brabham Alfa BT 48
1'20"456

MASS
Arrows AIB
1'20"608

LAMMERS
Shadow DN 9B
1'20"740

REGAZZONI
Williams FW06
1'20"768

FITTIPALDI
Copersucar F5
1'21"088

PIRONI
Tyrrell 009
1'21"192

WATSON
McLaren M28
1'21"304

TAMBAY
McLaren
1'21"411

DE ANGELIS
Shadow DN9B
1'21"961

STUCK
ATS D1
1'22"828

MERZARIO
Merzario A3
1'22"938

REBAQUE
Lotus 79
1'22"990

DALY
Ensign MN179
1'23"888

Jabouille did'nt start du to the accident in the second session. Arnoux retired from team manager Larrousse for safety reasons.

UNOFFICIAL PRACTICE TIMES

	Friday morning	Saturday morning	Sunday morning
VILLENEUVE	–	1'21"11	1'20"20
REUTEMAN	1'22"827	1'21"93	1'24"16
SCHECKTER	1'23"299	1'20"50	1'20"87
DEPAILLER	1'24"680	1'20"38	1'21"18
LAFFITE	1'22"421	1'21"29	1'22"87
ANDRETTI	1'22"322	1'21"94	1'22329
JARIER	1'22"807	1'21"12	1'21"90
HUNT	1'22"630	1'22"61	1'21"30
PATRESE	1'24"867	1'21"18	1'23"15
JONES	1'23"649	1'22"04	1'22"49
LAUDA	1'24"120	1'21"14	1'21"46
PIQUET	1'24"022	1'21"26	1'23"43
MASS	1'24"126	1'21"50	1'23"57
LAMMERS	1'24"473	1'22"82	1'22"82
REGAZZONI	1'23"557	1'22"04	1'22"30
FITTIPALDI	1'28"070	1'24"90	1'23"65
PIRONI	1'25"361	1'21"23	1'24"16
WATSON	1'28"447	1'22"06	1'22"75
TAMBAY	1'25"063	1'22"54	1'23"20
DE ANGELIS	1'24"979	1'21"97	1'23"98
STUCK	1'24"633	1'23"70	1'25"61
MERZARIO	1'30"003	1'23"96	1'25"63
REBAQUE	1'25"188	1'35"99	1'24"79
DALY	1'25"699	–	1'25"05
JABOUILLE	1'22"466	1'20"90	–
ARNOUX	1'27"014	–	1'25"09

PRACTICE TIMES

	1st session	2cnd.
VILLENEUVE	1'20"186	1'18"825
REUTEMANN	1'20"126	1'18"886
SCHECKTER	1'20"291	1'18"911
DEPAILLER	1'20"867	1'19"025
LAFFITE	1'20"225	1'19"032
ANDRETTI	1'20"574	1'19"454
JARIER	1'20"916	1'19"580
HUNT	1'20"913	1'19"643
PATRESE	1'21"831	1'19"727
JONES	1'22"532	1'19"91
LAUDA	1'21"436	1'20"041
PIQUET	1'21"565	1'20"456
MASS	1'22"350	1'20"608
LAMMERS	1'23"161	1'20"74
REGAZZONI	1'21"768	1'20"768
FITTIPALDI	1'22"498	1'21"033
PIRONI	1'22"000	1'21"192
WATSON	1'23"725	1'21"304
TAMBAY	1'22"569	1'21"411
DE ANGELIS	1'23"433	1'21"961
STUCK	1'23"724	1'22"828
MERZARIO	–	1'22"938
REBAQUE	1'24"808	1'22"990
DALY	1'25"076	1'23"888
ARNOUX	1'22"088	1'22"088
JABOUILLE	–	1'21"635

FASTEST LAPS

VILLENEUVE	1'21"200	STUCK	1'24"220
SCHECKTER	1'21"280	REGAZZONI	1'23"210
JONES	1'21"810	LAMMERS	1'22"440
ANDRETTI	1'21"710	PATRESE	1'23"090
DEPAILLER	1'21"410	REUTEMANN	1'21"940
JARIER	1'21"960	FITTIPALDI	1'23"330
DE ANGELIS	1'23"260	MERZARIO	1'24"330
PIQUET	1'22"990	LAFFITE	1'22"800
MASS	1'23"010	LAUDA	NO-TIME
PIRONI	1'22"730	TAMBAY	NO-TIME
REBAQUE	1'22"730	HUNT	" "
DALY	1'24"930	JABOUILLE	" "
WATSON	1'23"200	ARNOUX	" "

RESULTS

Old record: Alan Jones (William Ford FW 06) in 1'22"215
RESULTS

1. Villeneuve	**Ferrari 312 T4**	**1 h 50'25"**
2. Scheckter	**Ferrari 312 T4**	**1 h 50'54"**
3. Jones	**Williams FW06**	**1 h 51'25"**
4. Andretti	**Lotus 79**	**1 h 51'29"**
5. Depailler	**Ligier JS11**	**1 h 52'48"**
6. Jarier	**Tyrrell 009**	one lap behind
7. De Angelis	**Shadow DN 9B**	two laps behind
8. Piquet	**Brabham Alfa BT48**	two laps behind
9. Mass	**Arrows AL/B**	two laps behind
10. Pironi	**Tyrrell 009**	three laps behind (not running)
11. Rebaque	**Lotus 79**	nine laps behind (not running)

Fastest lap: Villeneuve in 1'21"200

CONSTRUCTORS CUP

1. Ligier et Ferrari : 20 pts ; **3.** Lotus : 16 pts ; **4.** Tyrrell : 8 pts ; **5.** McLaren et Williams : 4 pts ; **7.** Copersucar et Brabham : 1 pt.

PROVISIONAL WORLD CHAMPIONSHIP CLASSIFICATION

1. Villeneuve : 20 pts ; **2.** Laffite : 18 pts ; **3.** Scheckter : 13pts ; **4.** Reutemann : 12 pts ; **5.** Depailler : 11 pts ; **6.** Andretti : 8 pts ; **7.** Jarier : 5 pts ; **8.** Pironi, Jones et Watson : 4 pts ; **11.** Lauda et Fittipaldi : 1 pt.

PIT STOPS AND RETIREMENTS

Lauda: retired 1st lap, accident with Tambay.
Tambay: retired 1st lap, accident with Lauda.
Lammers: wing damage 1st lap, retired 48th lap, accident.
Hunt: retired 1st lap, transmission.
Laffite: retired 9th lap, brakes.
Merzario: retired 14th lap, engine.
Watson: tyre change 17th, 36th and 48th lap, retired 63rd lap, flat battery.
Fittipaldi: retired 19th lap, transmission.
Reutemann: retired 21st lap, transmission.
Piquet: change front tyres 21st lap.
Patrese: retired 40th lap, brakes.
Stuck: tyre change 42cnd lap, many stops, steering play.
Jarier: tyre change 46th lap.
Regazzoni: retired 49th lap, valves.
Pironi: retired 75th lap, suspension.

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POST CARD

Long Beach. The name is evocative. It conjures up sun, holidays and fun on the beach. But the name also lies. Long Beach isn't so much a tourist resort as an industrial suburb of Los Angeles. The sea and the Queen Mary just present a facade.

Above and below, left: Tambay, bounty hunter, shuffles his dollars won the in the Concours d'Elegance.

There's no room for skateboarding, the salesmen take up too much room.

Sailor Mass (his back) loosens the ropes: Andretti, Pironi, François Mazet and Jose Dolhem leave for an ocean cruise.

You don't know where it starts, nor where it finishes. Standing below it, or walking along the quay, you're tiny. Inside, wandering along the corridors, you're lost. The Queen Mary is equally excessive in its length outside as it is complicated inside. It comprises a hotel, restaurants, bars and boutiques, but mainly different levels and corridors. In the luxurious Royal Suite and tiny cabins, it houses half the Grand Prix circus, the other half (and mainly the drivers) prefer the relatively standard neighbouring Hilton. For a few days, these two hotels constitute the main meeting places. "See you at the Queen" replaces the more traditional "see you later".

A week before the Grand Prix, the festivities start with the Concours d'Elegance for more luxurious cars. Eras of gracious living are recalled by the appearance of fabulous old cars shown off by their proud (and often very wealthy) owners in costume or dress of the date of their car. Their wives or companions play the game by powdering their cheeks or wearing veils. It's their party, the great event of their year: the parade. The most popular of the preceeding days is the thursday, eve of the first practice sessions. Watching from the deck of the Queen Mary, the spectacle unfolds in the street below you. It's a Concours d'Elegance again, but this time open to the Grand Prix single-seaters. The whole length of Pine Avenue is taken up with the display which is further enlivened with a jazz band. Very popular with Gerard Ducarouge. The Ligier team are holders of the title. In the middle of a crowd of onlookers, a jury wanders round. They made Patrick Tambay's McLaren the winner, it was superb in its one-off Lowenbrau livery. Mass and Patrese took the runners-up positions.

The street was quickly deserted. The result known, each team quickly packed up their gear and scuttled back to the paddock. The big travelling salesman gives away a final sticker before setting off on his tricycle: it's over... until tomorrow and the visitors appear again on the circuit. Everyone, from then on, will have their favorite.

McLaren and Tambay, briefly winners, it's time to return to the Queen Mary, or at least towards the Hilton, extended along the sea by a little jetty whence a yacht sets out for Newport. The sun sets in the Pacific. The Long Beach bay, in return, will be lit up. On the yacht, a champagne cork pops already □

"from race to race"

TWO CHAMPIONS AND SOME JALOPIES

Seventeen years separate their two championship years. Phil Hill, champion in 1961, and Mario Andretti, the current title holder, are the only two Americans to have won the World Championship. Hill retired from competition over ten years ago, and today restores old cars in a suburb of Los Angeles. Mario Andretti took advantage of being in California for the Grand Prix at Long Beach to pay him a visit.

It's an anonymous little garage in Santa Monica, a peaceful, relaxed sunny spot. The modest beige facade, bare of any lettering, doesn't reveal that any particular business is situated there. No business name, no shop window. The half lowered metal door arouses curiosity. It could be hiding an ordinary warehouse. But it is in front of this garage that Mario Andretti parks his Lotus Esprit.

This is the car restoration shop of Phil Hill and his partner Ken Vaughn. In a relaxed atmosphere, eighteen old cars wait patiently for Phil, Ken and their men to breathe new life into them. **"Our hobby has become our business"**, says Phil. **"Personally, I always liked old cars. My first car was a Model T which I bought for ten dollars. I was still young when I restored my first car. It was my aunt's 1918 Packard!"** When he was racing, Hill gave up his hobby. But when he stopped racing, in 1967, with a World Championship title and three wins at Le Mans behind him, he devoted his time to restoring cars, starting with his own personal collection, and then extending the workshop to take in customer cars. **"Currently"**, he admits, **"this business is bringing me as much satisfaction as race driving, if not a little more. When you restore a car, you have a great and fabulous feeling of giving life to a part of history. When a car is finished, it becomes a valuable item that will never be out of date."**

Do you want to change it for a single-seater, Mario? Phil Hill is a little worried.

Operation open doors in the Packard.

The task that Phil and his partner have taken on isn't one of the easiest and it takes up a lot of their time... because they want it that way. **"Our reputation rests on the authenticity of our work,** explains Phil. **"For us, a car isn't absolutely genuine unless it is restored to exactly its original state. It has to be exactly as it was when it was first built."**

The minutest details are attended to with utmost care. Working like ants, Hill and Vaughn spend whole weeks researching radiator caps, and door handles. **"And when we can't find any, we have to make exact copies of the originals. And that's why the restoration of a car can take at least a year, and sometimes even two."**

The results are of the highest standard reflecting long hours of work: the cars that we saw being restored were like new! The reputation of Hill and Vaughn has been quickly established. Barbara Streisand and Steve McQueen, amongst others, are their customers.

THE MILLE MIGLIA SOON?

"Mario!" In his deep voice Phil Hill greets the man who seventeen years after his own success, has achieved the same feat and the same respect. **"Do you have some time before catching your plane?"**

Mario has to go back to Europe to test the Lotus 80. **"I've got half an hour, Phil"** replies Mario with a grin. Knowing Mario's commitments in terms of promotions around Grand Prix time, Phil was

→

Watson-Offy' 61: memories for Mario.

Twelve cylinder 1933 Packard: "Terrific!"

waiting to see him at the circuit, without really believing that he'd be able to come to the workshop beforehand. But Andretti likes to keep his promises, and a visit to Phil's place wasn't a chore for him. So he made a detour en route to the airport.

Before talking about the old cars, Hill quizzes Andretti about the tests that he's just finished at Jarama with the Lotus 80. Mario makes a face, explaining the malfunctioning of the skirts. Phil badgers him for more information: Formula One fascinates him again.

But it's soon Mario's turn to ask questions. And to enthuse. One by one, he examines the cars of all generations being shown to him. First of all, a Renault, the oldest car in the garage, built in 1898. **"It's a very difficult car to drive"** explains Hill. **"You need at least three hands and four feet!"** Mario rolls eyes as big as marbles. **"The carburettor isn't automatic"** continues his guide **"You have to continually adjust the mixture, to richen it up or lean it off. And then you have to check the timing too."**

everything is original except the paintwork

"It's raced?"

"That one, I don't think so. But similar cars raced in the Paris-Madrid." The memory of an old race reminds Mario of a story he's heard recently, which makes him laugh even while he's telling it to Phil: **"This morning, I had to take a taxi to go and fetch my car. The driver recognised me. He said: Well Mario, how are you doing? Winner of the championship again this year? Hey, when is the next Mille Miglia?"** Phil bursts out laughing. The Italian classic last took place in 1957. Apparently it's still topical in some American's heads.

EVEN A SINGLE SEATER

The engine of the next vehicle leaves Mario speachless. It belongs to a 1933 Packard whose 12 cylinders seemed to combine the practical and the aesthetic. **"We've already worked on that for a year"** points out Phil. **"You'll have to see it when it's completely finished; it's going to be terrific."** A big old model is jammed in the middle of the garage. Superb. Phil and Mario climb in, the Lotus driver enjoying sitting in the jump-seat. Then they try another Packard, this one built in 1912. **"I can assure**

that everything but the paintwork is original on this car" says Phil to his guest. Mario can't believe it.

He's even more excited when they turn from the 1912 Packard to an old Indy car. His heart races it's a Watson-Offy which raced at Indy in 1960 and 1961. **"I drove a single-seater like that!"** exclaims Mario. With its engine mounted in front of the driver, even that car looks ancient. **"It's incredible the development and advances made in the last few years"** he remarks to Phil. **"You just don't know how hard the steering is. It's really painful to drive on ovals."** Hill listens carefully. He has to imagine what it was like to drive such a car. Incredible as it may seem, he never drove at Indy: the date of the American classic always clashed with the Monaco Grand Prix and Phil concentrated on Formula One more than anything else.

There was time to stop and briefly admire a few more old cars, to sign one of the mechanic's tool-box, to warmly take leave of his elder, and then Mario was on his way to the

«from race to race»

Mario did a lot of work promoting the Grand Prix, travelling incessantly from studio to studio.

Back to the present: naturally, it's a Lotus.

Laurel and Hardy' 79 version... just down the road from Hollywood.

airport. His plane, Europe and the Lotus 80 were awaiting him. For him, racing is still number one.

PHIL HILL ON CURRENT FORMULA ONE

''...Racing is still an ordinary activity. Basically, the stakes are still the same, and the motivation as well. I must admit that I look on my sporting past with a certain amount of nostalgia. I was probably happier then than certain drivers are today. But then I was subject to a lot fewer commitments. On the other hand, today's drivers win a lot more money than I did. But maybe they have more responsibilities. When I'm involved in the race, I still feel a pang of envy that I want to compete, but I certainly wouldn't want their worries. Which tyres to chose? What to do if it rains? They have a lot less margin for error because their races and cars represent very large sums of money in investment.

''Quite honestly, if you try and compare my years with theirs, I think you're talking about two different jobs. Nowadays, a driver has to be a lot more politically minded than before. Certainly you have to be more aware of the competitive aspect, test a lot more, follow technical developments. There are many more factors that matter. But the sporting factor has diminished. It's no longer necessarily the best driver that wins, he's not the most important element. It's a shame, the public prefer human heros to mechanical ones.

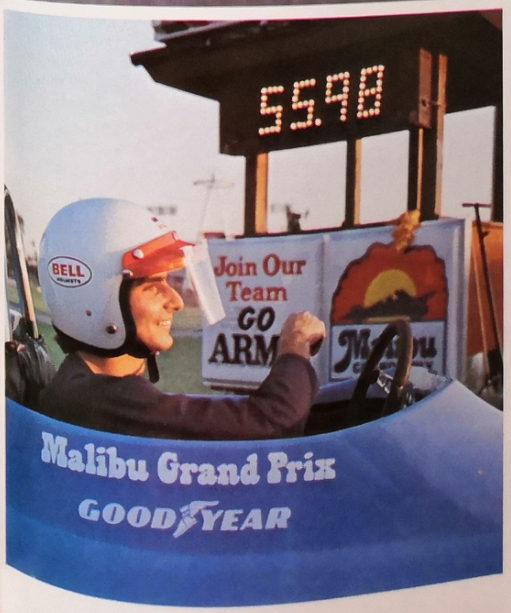
''It was very difficult to win the World Championship when I was driving. It's more difficult now, but not much. It simply takes more time because of the general sophistication of the sport. It's difficult to reach the top, to get the best team possible, because the general standard is so high. Sponsors and money dictate a large part of the situation. Only history will tell if that's a good thing or not...''□

In the style of a Grand Prix car... but with a little less attraction.

MALIBU GRAND PRIX: DE ANGELIS ON POLE

De Angelis-Daly: the struggle continues!

Elio De Angelis kerb-jumping: Formula One driver or a happy kid?



If the circuit owner hadn't closed it, Nelson could have improved his time...

Four wheels, a steering wheel and a circuit are always good news to a racing driver. Even before the actual Grand Prix at Long Beach had started, Derek Daly and Elio De Angelis were racing one another, but in little single seaters powered by rotary engines. Their duel became three-cornered when Nelson Piquet joined in. It was the Malibu Grand Prix.

"A little car on a circuit? You want me to drive? Sure I'll come along!"

As soon as Elio De Angelis heard Derek Daly's reply to the invitation to race the little single seaters, his eyes lit up. When it comes to driving and a bit of speed, he's interested. So, as Derek, his 1978 Formula Two teammate was going to the Malibu Grand Prix, why not go along too.

"Malibu Grand Prix" behind this slightly puzzling name lies a series of twisty American circuits (20 in all) on which anyone can drive these little cars. They're certainly not Formula One cars, but the engines are powerful enough to make the cars fun to drive. Their Wankel rotary engines can push the cars up to about 55 mph, but not on this twisty circuit. Narrower than a kart track, the home of the Malibu Grand Prix comprised an endless series of corners. It really was a Mickey Mouse circuit, but nevertheless, fast enough to spin on.

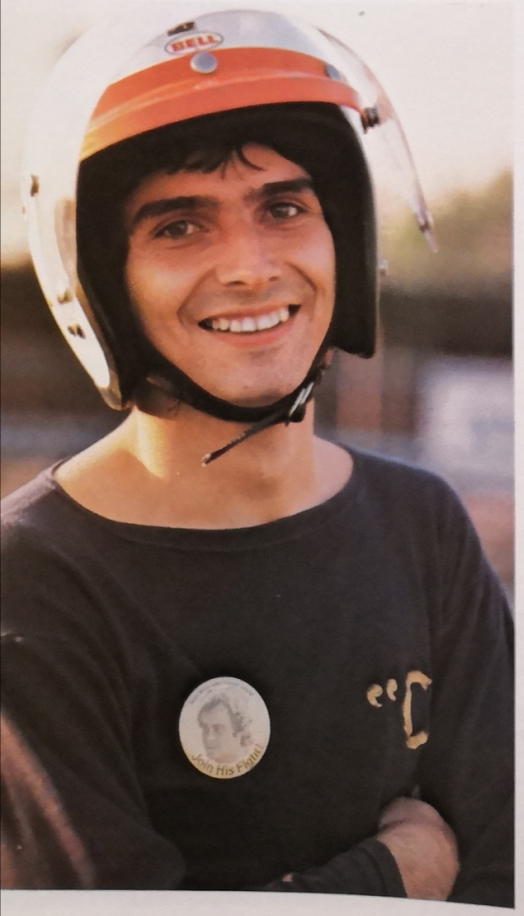
Only Derek Daly had the foresight to bring his helmet. Elio had to wear a plain, anonymous version. Unused to having to wait their turn to drive a single-seater, they immediately put on their helmets, but the cars were in use, and they had to wait. Instead, they had time to study the circuit, and soon were roaring with laughter watching those on the track.

"Is that it? It's our turn?" Derek got into the first car, not without some discomfort. The top half of his body stuck out above the bodywork, and his knees were almost touching the steering wheel. The man in charge explained the workings and controls of the single-seater. Behind his full-face helmet, you could see Derek grinning, half-astonished, half-amused. In any case, he was going to enjoy himself.

First lap, turning, turning, turning, is there nothing but corners on this bloody circuit? Scarcely realising it,

"from race to race"

Dereck's girlfriend also drove.



The badges sold in aid of the Gunnar Nilsson Cancer Treatment Campaign were numerous in the Formula One paddock.

Derek did his laps and when he pulled off, he was shaking with laughter.

Meanwhile Elio got into another car. It was only a bit of a fun, but a good way to level old Formula Two scores with Derek. And he did have a little experience with such cars: he'd raced karts for three years.

He was really looking forward to this. Neither driver had driven anything like it before, but they were really trying. After four laps, Elio came in to enquire about his lap times. He looked at a little card held out to him. Best lap: 52''09. Derek, standing behind him, asked to have a look too. He hadn't been keeping abreast of the situation but Oh! what a face. Elio had beaten him by half a second. **"The car wasn't any good"** he complained. **"I'm going to try another one".**

Elio's best time was 51''78 when Derek changed cars. **"It's a lot of fun"** said the Irishman before setting off again. Sideways, over the kerbs, Derek was really trying to shave off the tenths of seconds. His girlfriend, watching from the side of the track, and about to have a go herself, kept laughing at her man's efforts. **"He's trying hard"** observed Elio who had finished his set of laps. **"He's going to beat me."** But no, he didn't beat him, the Italian was still the quicker, getting down to 51''54. Derek set 52''18, finally giving up trying to set a quick time and just enjoying himself trying to find the quickest car.

And who should they see arriving an hour after them but their old Formula Three rival, and now Formula One driver Nelson Piquet. He'd come along with Brabham designer Gordon Murray and some of the mechanics. After seeing Elio's times, Nelson went out and did 25 laps, getting close to Elio's fastest with a time of 51''69.

After their sessions, they had a long discussion about their cars and the driving techniques necessary to go really quickly. They'd certainly enjoyed driving the little cars. Then they watched the lap record holder (50''5) on the circuit. He'd been driving on the circuit for four years.

"If you drove around for a whole day, you'd still be quicker than me" said Derek modestly. **"In fact which car are you driving at Long Beach? What number?"** Derek had found himself a fan.

So to Elio went fastest lap. **"And it will be the same story in the real thing next year,"** he said. **"That's a promise".**□

vilebrequin

"Why can't we have Fred Prysquel's advice throughout the season... he's a former motoring journalist, who, from St Tropez, throughout the year, designs in fashion and adjust those designs, manufactures and sells swimming trunks for men, modelled on the beaches of St Tropez, Vilebrequin swimming trunks which can be used before, during and after bathing...

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Hans Hermann, winner of the Le Mans 24 Hours (1970) driving the very latest Golf convertible with Huschke von Hanstein, the public relations man and former competitions director of Porsche in front of Fred Prysquel's shop. They've come to visit him and have a test drive around St Tropez.

LA 312 T4

by Giorgio Piola
(text and illustration)

No one could have dreamt of a better debut for a racing car. The Ferrari T4 had taken two one-twos in two races. It's a unique record for a new car. Although excellent, these results weren't entirely unexpected: after the domination of Lotus and Ligier, the racing world was waiting to see how Ferrari would reply.

Since 1974 and the debut of the B3, Ferrari have always been a the top of Formula One. Ferrari's secret is a new construction philosophy adhered to by the factory at Maranello. However, Ferrari never construct a new car without having first tested new parts on old models. That's how the 312T was born, then the T2, the T3 and now the T4.

The T4 was conceived out of the necessity to use skirts, Colin Chapman's invention. Before the Italian Grand Prix last year there was a T3 with the driving position moved forward, and then later a T3 was tested at Circuit Paul Ricard equipped with skirts.

At that time, Mauro Forghieri told us: **"To make a ground effect car, you have to design the car uniquely for that reason. You have to build a very narrow chassis, and study where you're going to put other parts such as radiatiors, fuel tanks and the battery. That's in order to leave room for the side pods."**

When the T4 was first shown, Enzo Ferrari declared: **"It's the most ugly of all the Formula One Ferraris ever built."** This comes from being a car that has essentially been developed in the wind tunnel causing particular demands on technology.

The nose of the bodywork supports this theory. It has to do two jobs, dividing the airflow so that some goes into the side pods, and the rest goes under the car.

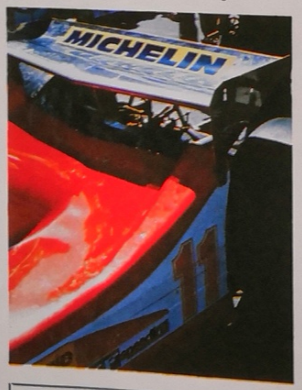
INTERNAL FLOW

The Ferrari 312 T4 isn't classic wing car. Its originality lies in its internal air flow. The hot air from the radiators flows the length of the side pods in its own channel, which also contains the exhausts. These channels give out to the rear of the car. The engine air channels have also been developed in the wind tunel.

Mauro Forghieri has taken safety into account quite considerably with this car. He's left the front shock absorbers outside the chassis in the event of frontal damage because they could in turn damage the driver. For the same reason, the steering box is mounted on the bottom of the monocoque. The main differences between the T3 and the T4 are most noticeable when the bodywork is removed. The chassis is narrower and the suspension is completely new. The fuel tank, behind the driving seat, is unique.

The engine has been changed exteriorly. It is eight centimeters narrower The vertical rear shock absorbers are mounted inboard on a new gearbox casting.

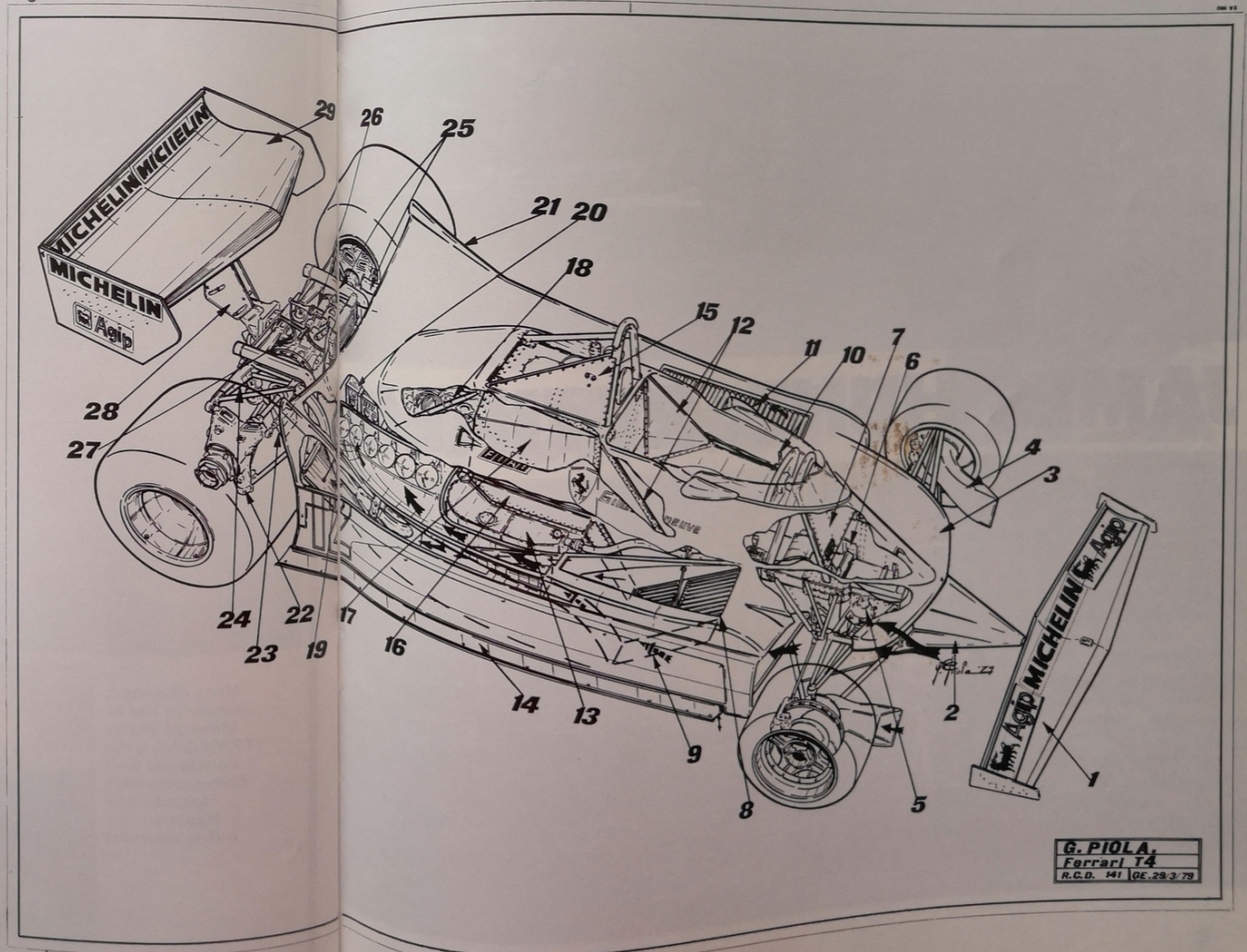
The T4 which won in South Africa, and a drawing of which is reproduced opposite, was the first version. At Long Beach, Scheckter, using a rear wing that had been mounted further forward than normal, christened a new version. Forghieri promises a lot of innovations during the next few races... and not only an electro-magnetic gearchange.



THE NEW ALFA-ALFA: A PLANE?

The chassis of the new Alfa-Alfa fitted with the new V12 engine, which should appear in September at the Italian Grand Prix will be built by the aviation firm Aerospaziale. The monocoque section will be constructed like the fuselage of an aeroplane in a half cylindrical form. It will use a honey-comb construction.

1) Front wing, similar to that of the T3, as wide as before, but not as great in depth.
2) New nose support for the wing. Two sizes. This is the longer as used in South Africa.
3) Front bodywork section developed in the wind tunnel and designed both to channel air through the side pods and also under the car. A very distinctive shape.
4) New cooling ducts for the front brakes.
5) Vertical front shock absorbers but not inside the chassis for safety reasons should the car be in a crash.
6) Steering column fixed to the monocoque. Two mountings for safety reasons.
7) Front roll over bar.
8) Oil radiator. The air flows through the pods to the back of the car.
9) The air intakes for the engine begin beside the radiators. High and thin, the intake narrows before opening wide to feed the injection trumpets, the result of wind tunnel testing.
10) Driver's anti-roll bar adjustment lever for front and rear bars.
11) Water radiator.
12) The central fuel tank has two forward facing mountings in able to strengthen the tank for safety reasons.
13) Oil tank is further forward than before and no longer mounted beside the engine in order to improve air flow.
14) Skirts.
15) New anti-roll bar with intercom and exterior extinguisher control.
16) Beside the fuel tank, the monocoque is widened by 6 cms.
17) Fuel tank.
18) Two tubes in order to improve rigidity in the engine bay.
19) The exhausts travel through the side pods carrying hot air from the radiators.
20) Battery now on top of the engine.
21) The bodywork in front of the rear wheels is different on the cars of Jody and Gilles.
22) New rear uprights.
23) Intakes for the rear brakes take air from beneath the car.
24) Rocker arms work the inboard rear shock absorbers.
25) Exhausts end over the gearbox.
26) Rear anti-roll bar can be adjusted by the driver, and is linked to the front anti-roll bar.
27) Inboard shock absorber mounted or new gearbox casting.
28) New rear wing support.
29) New rear wing.

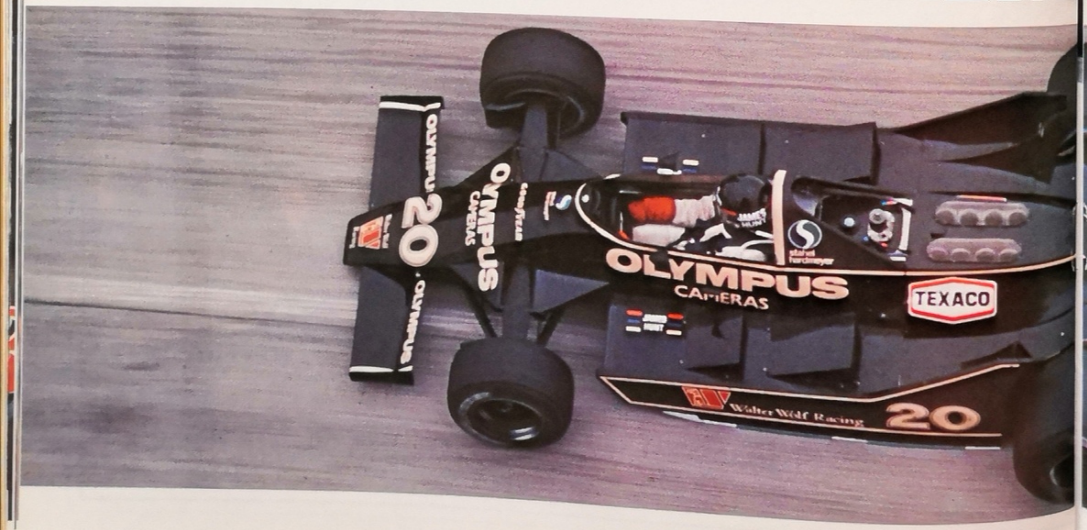


Hunt's new helmet, right out of Star Wars. Impressive.

Left, the Wolf WR8, a modern Formula One wing car.

Right, the McLaren M23, a car of the past, but also a championship winner.

JAMES HUNT: RETIREMENT OR NOT ?



An old pair of faded jeans, a T-shirt with that lived-in look, that mop of blond hair topping that slightly stooping figure. Add the bare feet and you have James Hunt. He has that blasé look of the most experienced and relaxed of Grand Prix regulars. Consider first of all, how James came into Formula One, already with that stamp of "naughty boy" at that not so distant time,when he was part of the "aristocratic" set which somewhat up- set the normal course of Formula One.

Considerer how quickly he got upset. What was going to become of this hippy part-goer and joker in company with the world's best drivers, all concerned with professionalism, especially under the serious, severe master, Jackie Stewart?

Consider him with admiration, at least, a little after he started out in Formula One: this Hunt, what a driver, what temperament. The mood has changed. It's easy to forgive real winners. They're so rare..

→

His former McLaren teammate Patrick Tambay (seen her at Long Beach) has never doubted his determination.

Wolf, a new team, a gamble?

BOUNCING BACK

Now let's consider some more this Englishmen, who frequently makes his compatriots ashamed to be from the same country. But he is the best representative of a country whose previous superiority in motor racing has been challenged by the Fittipaldis and Laudas of this world.

Consider him driving in the wet, on the track at Fuji, the day that Hunt-the-Shunt as he was known in his early days in Formula Three, won the World Championship.

Consider him relaxed, after a race, drinking beer—because he doesn't like champagne—and the hang-over the next day.

Consider the fan's view: Hunt, at the top, shouldn't have ever fallen off the top.

Consider him compassionately: Hunt is a shadow of what he used to be. His good races are becoming rare as far as the public are concerned, who only look at results. Naturally, James isn't helped by his cars. For a long time McLaren had been competitive, but seemed to slip up when it came to technicalities. But there were other factors to consider. James made more mistakes, dangerous moves and had more spectacular accidents. And whatever people say, that wasn't simply because he was compensating for his car. Patrick Tambay, newcomer to the McLaren team and who was having his first complete season of Formula One, often praised his prestigious teammate. Without saying anything against the Frenchman, it's an obvious sign. The bad stage is over.

LET'S NOT FORGET

The views of Hunt are becoming sadder. We're talking about the decline, more and more, which would no doubt cause a small stab of revolt in this 'very competitive driver. Besides, he himself started the rumours about his retirement, and then denied them a little while later. Then he started again, a few days or a few weeks after that. It's clear, he's waiting for something. At the end of 1978, the rumours were rife: retirement or not? The usual jigsaw of driver changes eclipsed the possibility and interest in retirement. There were two schools of thought open: one that said that a driver such as Hunt wouldn't retire from a sport that had given him so much, and from which could still gain more. The other appeared in his book, said to have been quoted from the day after winning the world championship: "I intend to retire from racing when I'm no longer competitive. Naturally, I'm not thinking about that at the moment, similarly, I don't have to think about the World Championship either, it's behind me. My contracts with Marlboro and McLaren expire at the end of 1978 and I will certainly race the year after that. I haven't really thought about the long term future, but I would like to work with these firms for several years, even when I'm no longer driving for them. It's at least two or three years before the public start to forget and you no longer have publicity value. I want to finish what I've started, then go on to other things."

IN HIS HEAD

When it was finally known that James had signed with Wolf, thanks to the help and advice of his brother Peter, and equally to the management of Olympus, there were looks of astonishment. It was over. Once again the rumours flew—often fantasy, but often well-founded—relating to James' plan written two years earlier: he'd run another season to boost his bank balance. Thus his choice of Wolf wasn't such a bad one.

But it isn't that simple in a world like that of Formula One where there are many decisive factors. The motivation, psychological constraints which hold or push a driver are many. Maybe he even wanted to be free. Perhaps the atmosphere in the McLaren team hadn't changed that much, and he really felt the need for a change of air. Perhaps the Wolf team was the right place to turn over a new leaf. Perhaps... because only he knows, and it isn't for anyone else to judge.

SHOW OFF

On this subject, and because he is firmly of another opinion, it's interesting to hear Patrick Tambay's view. "James is always a show-off", he says. "You must never forget this side of his personality. But I also think that James is still very competitive, and that he has never stopped being competitive. He is doing everything he can to get back 'on top. Basically, he's gone through a difficult period during which his machinery hasn't been as good as that of his competitors'. His retirement ideas, well, they're just so that people talk about him, he gets a little publicity. But he isn't a prisoner: everyone is free, and that makes him happy..."

Tambay's views are borne out by various periods in Hunt's career when he's made just the right move. Did he know before McLaren that Emerson Fittipaldi was going to leave them for Copersucar? This single action of Fittipaldi's helping his colleague allowed Hunt to prepare for a move that was obvious, especially as he was number one on McLaren's list anyway.

Then there is his relationship with Niki Lauda which blossomed after the accident to the Austrian at Nurburgring in 1977 which was so nearly fatal.

"It wasn't until Monday morning that we really found out how bad he was. We were all very worried, but there was nothing we could do for him. As no one could visit him, I could only send him a telegramme when I got home. I don't remember what I said in the telegramme, but I tried to provoke him, to encourage him to fight, because I knew that that would be the best way to give him the will to hold on. If he lost that will, he would have stayed there. He had to stay conscious, to fight physically against death and Niki knew that, I'm sure. Suddenly, it was important to me that Niki should live..." A little later, when Lauda was racing again, and the two were battling for the championship, he deliberately inflamed a situation started by a mistake which in turn was blown up by the press. He did it in one tactical blow: "I deliberately tried to make Niki believe that I was absolutely furious, so that he would avoid me at races. It was simply a little act, one of those things that are just part of racing. If a driver is afraid of you, he'll let you pass more easily. I let drop that I was furious, that I'd push him in the ditch the next time I saw him. Of course, I had no intention of doing so. I don't go around hitting other cars, because if I did, I'd go off as well. No I was just having a little game with Niki in the hope that when he saw me in his mirrors on raceday, he'd let me past."

Tambay's theory is borne out by two other elements. First off all, the remarks made by Hunt when he learnt at the beginning of 1977 that Jody Scheckter was joining Wolf. It was the start of the team and a number of people said that Walter

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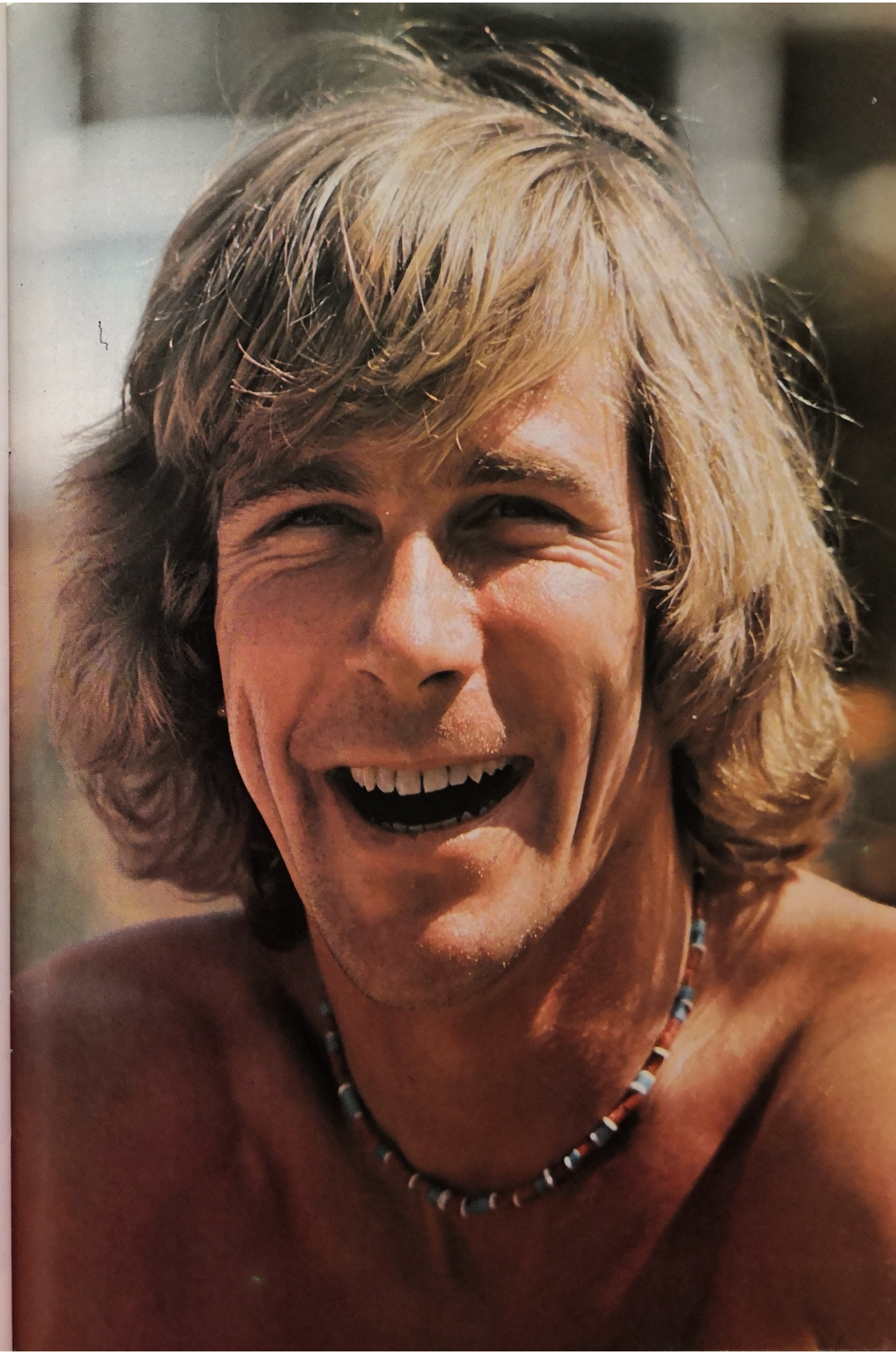
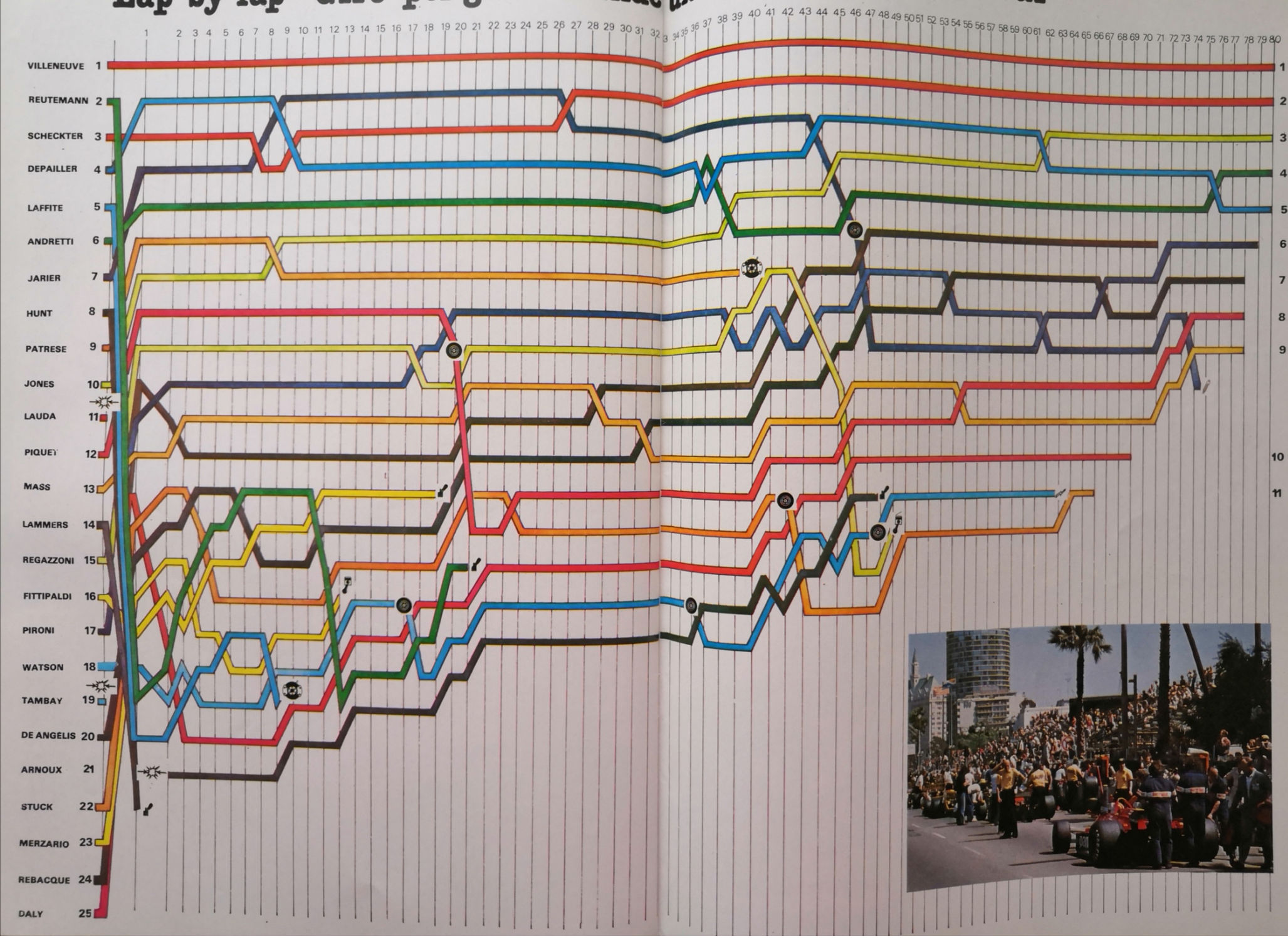
Wolf didn't exactly count his millions any longer. At that time, Jody was the closest driver to Hunt.
Considering this surprise, Hunt showed a certain amount of doubt. "Jody had the making of a great driver, and I wondered if he wasn't attracted by the money at the expense of having a good car in signing for Wolf. But I'm not saying that he had had better offers and perhaps made the right decision... If Jody had accepted Wolf's offer because he had been offered 100,000 dollars more per year than he could have earnt with another team with a greater chance of winning the championship, then I don't think he made the right decision. Jody could become champion if he learns to chose the right car..."
And this sincere statement, much more general: "I intend to drive hard right up to the day that I retire from racing. Life is too short—especially for a racing driver—to spend one's life sitting around, and one risks as much at 150mph as at 175mph. However, danger is a threat: I think about it a lot when I'm at home, but I force myself to forget it when I'm on the track, where the atmosphere is so strained and concentrated. You have to weigh up the chances, the risks run. You have to look at life and ask yourself if it's worth taking those risks. But if you say yes to that question, you mustn't think about it again. Worry can hinder one's driving. In an accident you scarcely have time to say shit, what a mess. In general, you can't do much about it, but lower your head and get on with it. It's better to give one's all when one's racing, and then stop at the right time."
Then there are those incredible times when Hunt has not other option but violence. For instance there was the Mosport marshal that he knooked down with one blow when he was prevented from crossing the track. He'd just escaped from a bad accident. And the tragi-comic scene when Hunt put Brambilla's Surtees into the Armco at the entry to the pits at Hockenheim. Then he got out and thumped him on the helmet to "thank" him for shutting the door on him when he was trying to set a good time.
And the anger with which he tackled Depailler whom he accused of putting him off at Long Beach—whereas Patrick was blameless—standing at the side of the track making obscene gestures every time Depailler past.

...AND HUMOUR

Besides, Hunt has some very rigid ideas. "During a race, it's utterly necessary to hold oneself in check, overcome one's emotions. Consequently, I'm fit to blow when I get out of the car. It's a human reaction, quite normal I think, but rather unfortunate when someone annoys you. One day at Jamara I was exhausted, thirsty and being trampled on by a crowd of people. Some bloke had just made me drop the bottle of orange juice that I was really looking forward to. I just couldn't stop myself from thumping him. The poor guy hadn't done it on purpose obviously, but I reacted like that without thinking. I was terribly ashamed. I tried to find him afterwards to apologise."
This attitude of James' doesn't help his professional image. His unwillingness to talk to journalists he hasn't known for a long time has twice won him the Prix Citron awarded each year by the members of the International Racing Press Association. The second time he managed to make a great play of it, showing his humour, one of his lesser known characteristics. "OK" he said. Then he looked at those assembled, then his second award, then back to the assembly again, all in silence, before commenting with a thin smile "very good, I'll try for the hat-trick next year."
Only the technicians are having fun. Sensible, intelligent, eccentric, funny, lucid but selfish, insufferable, unstable, violent, sarcastic. Talent doesn't mean everything. James Hunt, sex symbol of Formula One is an enigma on whom the girls dote. Is he really going to retire from the world of Formula One as he reaffirmed to our colleague Georges Descoeudres of the Lausanne Tribune at Long Beach? "Previously," said James, "the cars would last from one season to the next with a minimum of modifications. Nowadays they're being changed with such frequency that it's getting ridiculous. But I don't mind showing that I'm frustrated, because I still like to drive. But today, the danger is too great. That's why I can't go back on my decision. It would be easy for me to continue. If I wanted to I could carry on and earn two million dollars a year for several years... and be sidetracked. If I played golf or tennis I could carry on until I wanted to stop, I could still be hitting balls in competition until I was 45 or 50. Racing isn't the same thing, its one's life one is playing with."
James certainly means it when he says that. But at Long Beach the Wolf went well (eighth in practice) and James arrived early at the garage before the race and left the track late. Isn't that professionalism? It is when you think that James Simon Wallis Hunt, born on the 29th of August, 1947, has never been a great example of professionalism. He has a whole career behind him to demonstrate the fact. And finally, it isn't the view that one usually has of this big blond fellow who wears tattered driving shoes...

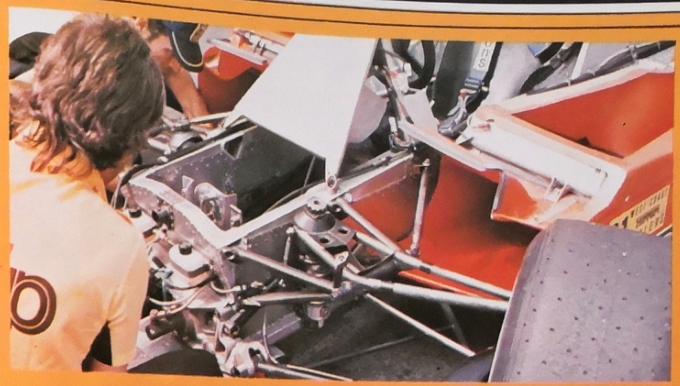


Lap by lap ~ Giro per giro ~ Runde um Runde ~ Tour par tour



FERRARI SEFAC

Ferrari 312 T4/037:
Gilles Villeneuve (CDN)
Ferrari 312 T4/039:
Jody Scheckter (ZA)
Ferrari 312 T4/038:



spare.
The Scuderia couldn't have had a more fruitful weekend: a race double, fastest lap, pole position, it was even better than in South Africa where the fastest time in practice eluded them.
The Ferrari team hadn't been resting on their laurels since Kyalami. A third T4 (there were only two at Kyalami) had been built and was entrusted to Jody Scheckter. The car he used at Kyalami became the spare. After the incident during the South African Grand Prix practice when Villeneuve had a front suspension mounting point weaken, the monocoque was strengthened at this point on all three cars. Furthermore, the braking system was beefed up to cope with the load that the Long Beach circuit makes on brakes. Two air intakes were fitted to the rear bodywork to help cool those brakes.
The first stage in the aerodynamic development of the new T4 took place at Long Beach when a new rear wing appeared mounted in front of the rear wheels. Both Jody and Gilles tried the wing in practice, but only Jody kept it on the car for the race. **"It's a little better"** he said, **"But not a lot. It's hard to detect big differences on a circuit like this one."** Gilles decided to start with the normal wing: **"My wing wasn't the same as Jody's, it was smaller. I found the car a little more nervous to drive during practice with the wing brought forward than with the normal wing."**
The weekend didn't start well for the Scuderia. Gilles damaged his front suspension on the first lap of the first practice session, and hit Pironi's Tyrrell with the front of his car at the end of the straight. The South African had to use the spare for the three other sessions as well as for the race.
The Ferraris flew in the Grand Prix. Gilles led from the first lap to the end. He used type 143 tyres. **"It's a compound similar to the one we used last year"**, he said. **"They were perfect during the race, absolutely constant."** He didn't have the slightest worry with the Ferrari. **"At half distance I started to ease off a little, particularly during the climb to the pits and the descent that follows them, because these are the places that are the most taxing on the suspension. I dropped my revs from 11,800 revs instead of the normal 12,400. I started to speed up again when Jones got into third place so as to give myself a good margin of time in case I had to pit for tyres."**
– Was the T4 as good at Jarama in testing as it was at Kyalami and at Long Beach?
"Everything depends on tyres. The T4 seems to ask much less of them than the T3, but Long Beach can't really be called a test for the Michelins when they were proven here last year. At Jarama, the story was different last year. Our tyres went off having picked up a lot of rubber from the track. The new tyres that have been made for that circuit shouldn't, theoretically, have the same problem. We will see in fact, if the T4 is less hard on tyres in all conditions. Jarama will be a decisive race in this respect, perhaps the turning point for us in the season concerning tyres. Either we can rest assured that we've beaten the problem, or we will have to work some more..."
Scheckter, on the other hand, was using type 135 tyres, perhaps a little less competitive than those used by Gilles. **"I was held up by Jarier"** said Jody after the race. **"All the same, my tyres wouldn't have allowed me to go as quickly as Gilles."**

SAUDIA-WILLIAMS

Williams-Ford FW 06/004:
Alan Jones (AUS)
Williams-Ford FW 06/005:
Clay Regazzoni (CH)

In the Williams team, it was the last race for the FW06, competitive last year but nevertheless, not quite so competitive this year. It is to be replaced by the FW07 which was announced and shown at Long Beach. Alan Jones, by finishing third, gave the car a fine farewell in its last race.
In fact from the comments of many drivers and designers, the Grand Prix at Long Beach didn't favour the ground effect cars that much in comparison to other circuits. The agility, lack of weight and efficiency of the FW06 all contributed to its success, helped by the competitive spirit of Alan Jones. His race was remarkable. Having overtaken Patrese, Alan started to catch up the bunch chasing Villeneuve. The Australian passed Andretti, Jarier and Depailler in succession (all driving wing cars) to finish the first Goodyear runner behind the uncatchable Ferraris. In those conditions, that virtually constitutes a win. Jones was delighted after the race. His excellent result was a real bonus to both him and the team, especially now that they are going to have their own ground effect car.
However, Alan didn't have a very happy practice, breaking an engine at the start of the first qualifying session, and having transmisson trouble again during the second.
Clay Regazzoni was a lot less happy with his race than his teammate. After a good start, he was lying ninth, then moved up to eighth, struggling with an engine that was losing power. **"I lost at least a thousand revs,"** he explained after the race. **"Then it got worse and worse, and ended up by blowing up. It was the valves I'm sure. Furthermore, I had massive understeer. It wasn't a very good race for me."**

LIGIER GITANES

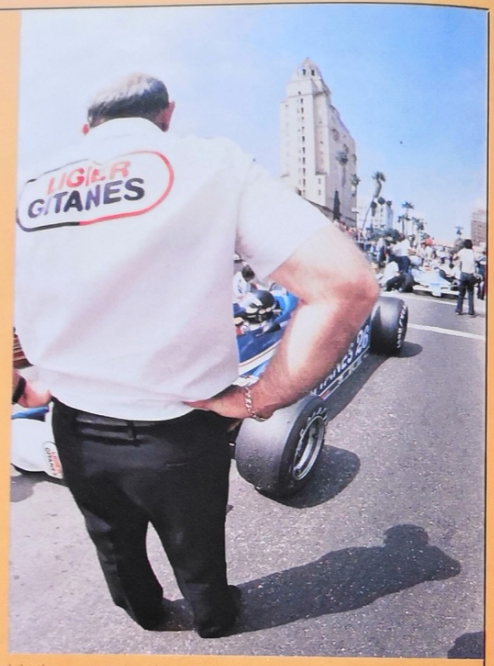
Ligier-Ford JS 11/02:
Jacques Laffite (F)
Ligier-Ford JS 11/03:
Patrick Depailler (F)
Ligier-Ford JS 11/01:
Spare.

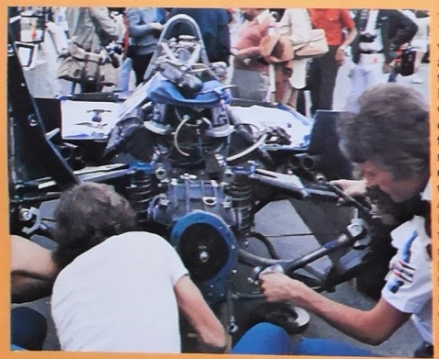
It was a relatively fruitless race for the Ligier team who left Long Beach with only Depailler's fifth place to show for it. **"I hope it's a result that counts!"** he commented, adding that he hoped to get two more decent results between now and the end of the first half of the season.

The Ligier mechanics had done wonders since the South African Grand Prix. Three JS11s were in Long Beach, despite the accidents that sidelined both Laffite and Depailler at Kyalami. All the rear end and the left side of the monocoque of Patrick's car had been rebuilt, and similarly the rear end of Jacques' car. Consequently the two Frenchmen could drive their normal cars.

The two JS11s, however, were prepared with slightly modified aerodynamics in comparison to recent Grands Prix. The famous Ducarouge wings had been replaced by a new profile inside the side pods following wind tunnel tests. The skirts had also been extended towards the rear of the car. **"But these modifications are quite simple"**, explained Ducarouge. **"It's just normal development. I don't think that the handling qualities of the JS11 will matter much on this circuit. The main problem is putting down the power. And that goes through the tyres. Because of this, the race becomes a battle between the manufacturers. There's always a hierarchy in the teams using Goodyears, although it isn't always very clear. It will be difficult to decide between them. With equal tyres, early everyone would be in the same tenth of a second."**

The main problem with the Ligiers at Long Beach was brakes. On both Jacques' car as well as Patrick's the problem was never really resolved." In spite of bigger air cooling scoops and extra inlets in the rear of the cars for the race. **"These intakes successfully cooled the outsides of the discs, but it was the inner part that really needed cooling,"** explained Patrick. At the end of four or five laps, with disconcerting regularity, the brakes overheated and then faced, so that the drivers had to pump the pedal to get some pressure back in the system, while they were going down the straight.





"At the end of the straight, we're doing about 175 mph and we have to virtually stop to get round the hairpin," said Patrick. **"The brakes then get very hot and they can't cool off because we brake again for a tight corner every 200 meters. And as we can't go quickly, the cooling doesn't work either."**

As in South Africa, it took Patrick a while to adjust the car to his liking. Once he'd got it right, only the brakes worried him. This was exactly his problem in the race, although he also lost fourth gear towards the end. At the end of the first session, Jacques Laffite wasn't really happy with the handling of his car which he found oversteered too much. This had been ironed out by the afternoon, but Jacques was delayed by gearbox trouble, and set his best time in the spare car. On Saturday, he had brake fade in common with his teammate. During the warm-up on Sunday morning, the gearbox jammed. His mechanics succeeded in changing the box before the race, but this time it jammed on the warming-up lap, and the leader of the World Champion had to take his chances with the spare again. Brake trouble once again intervened and prompted his retirement.

TEAM REBAQUE

Lotus-Ford 79/1:
Hector Rebaque (MEX)

Hector Rebaque won a point in the World Championship last year at the German Grand Prix. He looked likely to do the same again at Long Beach, inheriting sixth place on the 48th lap, and staying there until the 72cnd lap. However, while lapping Daly, he tangled with the Ensign and lost all hope.

MARTINI RACING TEAM LOTUS

Lotus-Ford 79/ML 23:
Mario Andretti (USA)
Lotus-Ford 79/ML 20:
Carlos Reutemann (RA)
Lotus-Ford 79/ML 22:
Spare.

The glorious Lotus 79s are not really as old as that... Carlos Reutemann, in tremendous form and really competitive, showed that during practice. The excellent reliability of the Lotuses is explained by their perfect mechanical efficiency, a year of experience has seen to that.

Colin Chapman's cars appeared at Long Beach fitted with the suspension from the new 80, which is better suited to the larger diameter Goodyear tyres than the preceeding lay-out. That fact once again demonstrates that tyre development has to be complimented by similar development in the cars.

While Andretti took some time to find the right balance for his car, Carlos Reutemann was really attacking. On the Thursday he set the fastest time, and on the second day he challenged the Ferraris for pole position, in spite of broken driveshafts on both days.

During the race, ignition trouble stopped him from taking advantage of his front row position, and in the end, it was yet another driveshaft breakage that forced him into retirement at the end of the twelfth lap after he'd climbed back up to fourteenth place.

Mario Andretti was slowed with handling that deteriorated and an engine hosing power. Caught up in the big bunch for a long time, he slowly lost his advantage, but overtook Depailler right at the end.

TEAM TYRRELL

Tyrrell-Ford 009/3:
Jean-Pierre Jarier (F)
Tyrrell-Ford 009/1:
Didier Pironi (F)
Tyrrell-Ford 009/4:
spare.

As well as building a new 009 to replace the car crashed by Pironi at Kyalami, the Tyrrell team mainly concentrated on the brakes for Long Beach: bigger discs and calipers which were meant to solve any problems encountered. Also, aerodynamic tabs had appeared on each side pod running the whole length.

Jean-Pierre Jarier was very competitive in practice, equally so in the race despite vibrations which gradually worsened. After a change of tyres, he eventually finished sixth.

Didier Pironi, after a collision with Scheckter on Friday morning, was constantly trying to iron out understeer that he was getting at the entry to corners. On Saturday evening, he thought he'd found the reason when it was discovered that the Salisbury differential had jammed. But then he found that he still had the same problem on Sunday morning. He tried qualification tyres on the front, and race tyres on the rear but that didn't help. Worse, the car oversteered out of the corners. During the race, Didier was let down by his rear suspension in sight of the finish.

Cockpits

PARMALAT RACING

Brabham-Alfa Romeo BT48/2:
Niki Lauda (A)
Brabham-Alfa Romeo BT48/3:
Nelson Piquet (BR)
Brabham-Alfa Romeo BT48/1:
spare.

After the progress made in Kyalami, Gordon Murray was hoping for much more from his BT48s than he had got when it was all over. Apart from using new ignition made by Marelli, the Brabhams that arrived weren't really modified at all for Murray had mostly concentrated on a few details, in particular the fuel system. **"They're just little things"** said the South African designer, **"We made it more reliable and lighter."** On the other hand, the aerodynamics of the BT48s were absolutely as they were in Kyalami but... probably not for long: a BT48B would appear soon, almost certainly at the Race of Champions at Brands Hatch. The bodywork would be different as well as the radiator positions.
Niki Lauda had trouble with the gearbox during the first session, and handling problems during the second, with his own car as well as with the spare. On the Saturday, Niki discovered that his car handled much better without the front spoilers. He didn't even do a lap in the race after his collision with Tambay, and then he went straight back to his hotel.
Nelson Piquet had no particular problems during practice, and qualified on same row as his famous team leader. He was eighth in the race when he stopped to change the front tyres, having been delayed by a broken exhaust.

TEAM ENSIGN-THEODORE

Ensign-Ford MN 179/2:
Derek Daly (IRL)

Thr unwieldy Ensign has become a racing car. From in front of the cockpit, the radiators have been removed to a more logical position inside the side pods which have also been redesigned. The car was finished very late, and Daly saw it for the first time completely assembled on the morning of the first day of practice. In fact the greatest problem with the Ensign would seem to be its lack of ground effect. Derek noticed it on Saturday when driving without skirts; the handling of the car was absolutely unaffected.
The Irishman only got into the race when the two Renaults pulled out.

MERZARIO

Merzario-Ford 03:
Arturo Merzario (I)
Merzario-Ford 02:
spare.

Arturo Merzario used his new car only during practice. First of all he was delayed by a broken engine on the Friday, and then he broke the suspension against a kerb on the Saturday. **"Perhaps it's too fragile,"** he said. **"I'm going to use my old car in the race."** Arturo had the bad luck to break a second engine in the race.

SAMSON SHADOW

Shadow-Ford DN9/2B:
Jan Lammers (NL)
Shadow-Ford DN9/1B:
Elio de Angelis (1)
Shadow-Ford DN9/3B:
spare.

The Shadow for Jan Lammers was turned out in a fantastic livery representing the Samson lion. This paint-job, it seemed, had cost a lot of money, and some of the less kind present wondered if there was only one nose cone painted up... or whether there were quite a few. In fact, Jan was very sensible all weekend. **"On a circuit like this with walls at the side, you have to take care not to damage the car badly;"** Such prudence didn't however affect his speed. Jan, by setting fourteenth fastest time, also put his car higher on the grid than at any time this season. It was the first time that he had used qualifying tyres.
Elio de Angelis damaged his race car on the Friday morning when he hit the wall opposite the pits, and he had to use the spare. **"OK, I went off again, but you have to understand that I was driving a rebuilt car that turns better one way than the other. Anyway I was trying to set a good time. I was having to try extra hard because I wasn't driving a very competitive car. So I went off. But even so I've qualified among better cars than mine. I have to try hard."**
Very upset at not being given qualifying tyres on the Friday afternoon, a driveshaft broke on the Saturday. He finished seventh after a steady and commendable drive.

WOLF OLYMPUS

Wolf-Ford WR8:
James Hunt (GB)
Wolf-Ford WR7:
spare.

James Hunt arrived at Long Beach with a new car, a copy of the WR7 with the exception of tabs the length of the side pods. He seemed very happy with the car and was a lot more competitive during practice than he had been in the first three Grands Prix. A transmission failure caused his premature retirement.

MARLBORO MCLAREN

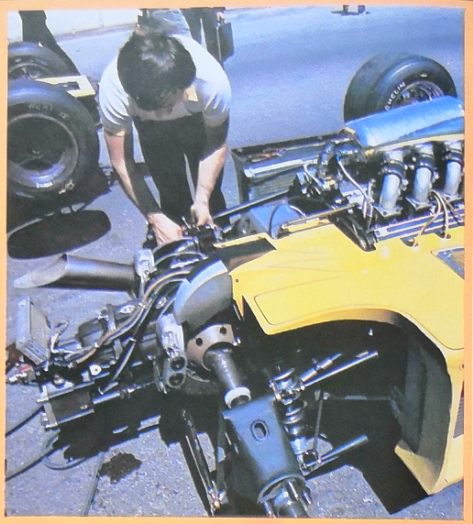
McLaren-Ford M28/2:
John Watson (IRL)
McLaren-Ford M28/3:
Patrick Tambay (F)
McLaren-Ford M26/5:
spare.

While the first M28 was undergoing testing and modifications to the side pods in England, Watson and Tambay found that their cars were practically unchanged since Kyalami, with the exception of uprated braking. Even before practice started, the McLaren drivers weren't very hopeful, due to the weight of their cars and the mediocre handling. Tambay had constant trouble getting the car to put the power on the road, and Watson never managed to get the handling to his liking. The Frenchman crashed with Lauda at the start. The Irishman changed tyres three times before he retired with a flat battery.

RENAULT-ELF

Renault RS 02:
Jean-Pierre Jabouille (F)
Renault RS 03:
René Arnoux (F)
Renault RS 04:
spare.

The emotions of the Renault team, between Friday and Sunday, rose to great heights, and plunged to great depths. Jean-Pierre Jabouille was extremely competitive during the first session, being fastest for a long time. That was the first surprise. **"I was expecting to be around twentieth place in this old car."** Jean-Pierre Jabouille based his prediction on the memory of his bitter experiences the year before. But the turbo Renault has improved considerably since then. The turbo delay has been greatly reduced, and the power of the boosted 1500cc engine is a lot more usable. Unfortunately, Jean-Pierre broke in the afternoon, then the gearbox on the spare, and then a driveshaft in the afternoon, then the gearbox on the spare, and then a drivershaft again on the Saturday morning.
It happened on the fastest part of the circuit, in the fast curve in the middle of the straight. The Renault spun like a top, hit the barrier so hard and fast that Jean-Pierre was unable to remember what happened next. He got out of the wreck with an injured wrist, certainly the effect of the steering wheel whiplash. An X-ray revealed a crushed bone, and Jean-Pierre had to pull out.
On sunday morning, Gerard Larrousse decided to retire the second Renault from the event. A driveshaft had given trouble on René Arnoux's car during the warm-up and this incident could easily happen during the race at the same place as Jean-Pierre's accident. **"That could have dramatic consequences,"** Larrousse reckoned. **"It's too great a risk to take with regard to René and the other competitors."**



ATS WHEELS

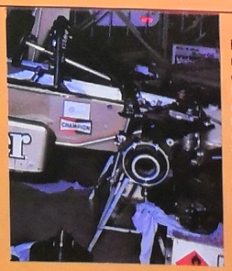
ATS-Ford D1/03:
Hans Stuck (D)
ATS-Ford D1/02:
spare.

Designer Callieri had modified the front and rear suspension and the wing profile inside the side pods. Furthermore, Hans Stuck had both brake and anti-roll bar balance controls in the cockpit. **"Our problem,"** admitted Stuck **"is that we are a long way behind. So much so that we have to take one and a half steps forward while the others are taking one step forward. That's the situation here: we have done well to take our step and a half. We must continue in that direction."**
Fifteenth at the end of the first session, when no one used qualifying tyres, Stuck slipped back as the hierarchy got their tyres. The race wasn't so good. First of all he stopped with the left rear wheel loose, and then stopped frequently with play in the steering.

WARSTEINER-ARROWS

Arrows-Ford 78/1A:
Riccardo Patrese (I)
Arrows-Ford 78/3A:
Jochen Mass (D)

Tony Southgate was back with the team again at Long Beach after missing the last two working on the new car that will almost certainly appear at the Belgian Grand Prix. Neither car had really been modified very much. Most noticeable were the extra tabs on the side pods.
Patrese drove very well in the race, getting up to sixth place before having to let Jones past when his brakes started to fade. When the brake pedal went straight to the floor, he decided to retire, it was the forty-first lap. Jochen Mass managed to finish driving a car that had bad handling.



COPERSUCAR

Copersucar-Ford F6/1:
Emerson Fittipaldi (BR)
Copersucar-Ford F5A/1:
spare.

The mechanical problem with the Copersucar F6 still hasn't been found nor resolved. Emerson used the F5 instead. He suffered broken divreshafts during both the practice sessions and the race.

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